The China Mail.

Established February, 1845.

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AGENTS FOR THE *CHINA MAIL*.

LONDON:—F. ALGAR, 11 & 12, *Clement's Lane, Lombard Street*, E. C. GEORGE STREET & Co., 30, *Cornhill*. GORDON & GOTCH, *Ludgate Circus*, E.C. BATES HENDY & Co., 37, *Walbrook*, E.C. SAMUEL DEACON & Co., 150 & 154, *Leadenhall Street*. W. M. WILLS, 151, *Cannon Street*, E.C.

PARIS AND EUROPE:—AMEDEI PRINCE & Co, 36. *Rue Lafayette, Paris*.

NEW YORK:—ANDREW WIND. 21, *Park Row*.

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney*.

CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., *Colombo*.

SINGAPORE, STRAITS, &c.:—SAYLE & Co., *Square, Singapore*. C. HEINSZEN & Co., *Manila*.

CHINA:—*Macao*, F. A. DE CRUZ. *Swatow*, QUELCH & Co. *Amoy*, N. MOALLE. *Foochow*, HEDGE & Co. *Shanghai*, LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama*, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings' Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked *On Hongkong Savings' Bank Business* is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, September 1, 1888. 754

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL,.....$7,500,000
RESERVE FUND,.....$4,000,000
RESERVE LIABILITY OF PROPRIETORS,..... $7,500,000

COURT OF DIRECTORS.

Chairman—Hon. JOHN BELL-IRVING.
Deputy Chairman—W. H. FORBES, Esq.
C. D. BOTTOMLEY, Esq. | S. C. MICHAELSEN, Esq.
W. G. BRODIE, Esq. | J. S. MOSES, Esq.
H. L. DALRYMPLE, Esq. | L. POSNECKER, Esq.
J. F. HOLLIDAY, Esq. | N. A. SIEBS, Esq.
Hon. E. LAYTON. | E. A. SOLOMON, Esq.

CHIEF MANAGER.
Hongkong,.....THOMAS JACKSON, Esq.
MANAGER.
Shanghai,.....EWEN CAMERON, Esq.
LONDON BANKERS.—*London and County Bank*.

HONGKONG.
INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, September 4, 1888. 363

Intimations.

HONGKONG ST. ANDREW'S SOCIETY.

THE Annual General MEETING of the above SOCIETY will be held in the CITY HALL on MONDAY EVENING, the 17th Instant, at 6 o'Clock, to receive the Committee's Report and Statement of Accounts, elect Office Bearers for the ensuing year, and decide concerning the Celebration of the Forthcoming Anniversary of St. Andrew.

D. H. MACKINTOSH,
Hon. Secretary.

Hongkong, September 10, 1888. 1513

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE Ordinary General MEETING of SHAREHOLDERS in the above Company will be held at the OFFICE of the Undersigned, on SATURDAY, the 22nd Instant, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1888.

The Transfer BOOKS of the Company will be CLOSED from the 12th to the 22nd Instant, both days inclusive.

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, September 10, 1888. 1515

Intimations.

THE PUNJOM AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Third Ordinary Yearly MEETING of SHAREHOLDERS in the above Company will be held at the Company's OFFICE, No. 9, Queen's Road Central, on FRIDAY, the 21st September, 1888, at 4 p.m., for the purpose of receiving the Report of the Directors, together with a Statement of Account, and for the election of Directors and Auditors.

THE above MEETING is POSTPONED until FRIDAY, the 5th October next, at 4 p.m., pending the expected arrival of Mr. BECHER's Report.

A. O'D. GOURDIN,
Secretary.

Hongkong, September 13, 1888. 1531

PERSEVERANCE LODGE OF HONGKONG,
No. 1165.

A Regular MEETING of the above LODGE will be held in the FREEMASON'S HALL, Zetland Street, on SATURDAY, the 15th Instant, at 8.30 for 9 p.m., precisely. VISITING BRETHREN are cordially INVITED.

Hongkong, September 7, 1888. 1498

HONGKONG PUBLIC SCHOOL.

THIS SCHOOL is examined annually by the SYNDICATE of the CAMBRIDGE UNIVERSITY. The Higher Forms are prepared for the CAMBRIDGE LOCAL EXAMINATIONS for which Hongkong is a Centre. FIVE UNIVERSITY CERTIFICATES were GAINED by PUPILS of the PUBLIC SCHOOL at Christmas last.

In Order to extend the advantages of the School to European Residents in the Coast Ports, the HEAD MASTER receives into his family a limited number of Boarders.

Prospectuses on application to the HEAD MASTER.

The CHRISTMAS TERM will Commence on MONDAY, September 17, at Nine a.m.

NEW PUPILS will be Admitted on SATURDAY, September 15, at Ten a.m.

C. J. BATEMAN,
Head Master.

Hongkong, September 4, 1888. 1479

COLLEGE OF MEDICINE FOR CHINESE, HONGKONG.

UNDER THE AUSPICES OF THE GOVERNOR OF THE COLONY.

Rector—Hon. FRED. STEWART, M.A., LL.D.
Dean—PATRICK MANSON, M.D., LL.D.

SECOND SESSION.—1888-9.

THE INAUGURATION of the SECOND SESSION of the COLLEGE will take place in the CITY HALL, Hongkong, on the 1st October, 1888.

The SCHOLARSHIPS and PRIZES awarded for the Session 1887-8, will be DISTRIBUTED by His Excellency the Governor, Sir WM. DES VŒUX, K.C.M.G.

The WINTER LECTURES commence on TUESDAY, 2nd October, 1888. STUDENTS are to assemble at the ALICE MEMORIAL HOSPITAL at 8 a.m.

PROFESSORS, LECTURERS & DEMONSTRATORS.

Ambulance and Duties in the Field—Dep. Surgeon-General LEWER, and the Officers, Army Medical Staff.
Anatomy—JAMES CANTLIE, M.A., M.D., F.R.C.S.
Botany—CHARLES FORD, F.L.S.
Chemistry—W. E. CROW, ESQ.
Dental Surgery—HERBERT POATE, D.D.S.; and JOSEPH W. NOBLE, D.D.S.
Demonstrator of Anatomy—A. DE C. SCANLAN, A.M.S. M.R.C.S., L.R.C.P.
Forensic Medicine:—
Medical Jurisprudence—HO KAI, M.D., M.R.C.S., BARRISTER-AT-LAW.
Toxicology—W. E. CROW, ESQ.
Hygiene and Public Health—HUGH MCCALLUM, ESQ.
Hygiene (Military)—Officers, Army Medical Staff.
Latin—E. J. EITEL, PH.D.
Materia Medica, and Therapeutics—D. GERLACH, M.D.
Medicine—PATRICK MANSON, M.D., LL.D.
Obstetrics and Gynecology—WM. HARTIGAN, M.D., L.R.C.S.I.
Ophthalmology—G. P. JORDAN, M.B., M.R.C.S.
Pathology and Morbid Anatomy—G. P. JORDAN, M.B., M.R.C.S.
Physics—Rev. JOHN CHALMERS, M.A., LL.D.
Physiology—J. M. ATKINSON, M.D. (Lond.) M.R.C.S.; HO KAI, M.D., M.R.C.S.
Surgery, Principles and Practice—JAMES CANTLIE, M.A., M.B., F.R.C.S.
Surgery, Pathological and Special—G. P. JORDAN, M.B., M.R.C.S.
Surgery Military—Officers, Army Medical Staff.

Fees for the Full Course—200 dollars, payable in one sum, at the beginning of the first Winter Session. When paid in two sums, Fees are charged at the rate of 220 dollars. When paid in four sums, Fees are charged at the rates of 240 dollars.

FOUR BELILIOS SCHOLARSHIPS, value 60 DOLLARS a-year each, to be held for Two Years, are bestowed upon STUDENTS of the College studying at the ALICE MEMORIAL HOSPITAL.

TWO WATSON SCHOLARSHIPS, value 60 DOLLARS a-year each, are thrown open annually for Competition to STUDENTS of the College.

Clinical Surgery, Medicine and Obstetrics are taught daily in the Wards of the Alice Memorial Hospital. The average attendance of Patients at the Alice Memorial Hospital amounts to about 30,000 annually.

Special arrangements have been made with the Principal Medical Officer of the Army Medical Staff to carry on the work of training Chinese for Medical Military Duty.

For further information, apply to

JAMES CANTLIE,
Secretary to the College.

Sept. 1. 1456

Business Notices.

LANE, CRAWFORD & Co.

HAVE RECEIVED NEW STOCKS OF

CRICKETING GOODS:—BATS, BALLS, STUMPS, LEG-GUARDS, &c.
CAPS, FLANNEL SHIRTS, SHOES, and SCORING BOOKS.

TENNIS GOODS:—BATS and BALLS from various makers.
NETS, POLES, COURT MARKERS, &c.
TENNIS SHOES.
BATS RE-STRUNG.

LAWN MOWERS.

BILLIARD TABLES:—CUES, BALLS, RESTS, &c.

LANE, CRAWFORD & Co.

Hongkong, September 6, 1888. 1490

Victoria Hotel,
Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now ONE of the principal HOTELS in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The Accommodation and Service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL.

The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and SMOKING ROOMS.

The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Messrs. DORABJEE & HING KEE,
Proprietors.

Hongkong, September 16, 1885. 1612

NEW GOODS.

TALL SILK HATS.
" DRAB FELT HATS.
BLACK, BROWN, DRAB and GREY HARD FELT HATS.
TERAI and other SOFT FELTS.
TWEED HATS and CAPS in new shapes.
STRAW and PITH HATS.
SILK UMBRELLAS, from $5, over 100 to choose from.
WALKING STICKS, a very large assortment.
WATERPROOF COATS, LEGGINGS and CHAIR APRONS.
TRAVELLING RUGS & SCOTCH MANTS.
OVER COATINGS, light and heavy.
OVER COATINGS, Ulster Tweeds.
TWEED HATS and CAPS for Dress Suits.
Fine Black DIAGONAL and CORKSCREW for Dress Suits.
Black, Blue & Brown Fancy and Check DIAGONAL COATINGS.
Fancy and Check TWEED SUITINGS.
TROUSERINGS, in a great variety of Stripes, Checks, &c.
CRICKETING FLANNELS, in Checks, Stripes & Plain.
French Printed SHIRTINGS.
Unshrinkable FLANNEL SHIRTINGS.
Winter, Medium and Summer UNDER VESTS and PANTS.
READY-MADE ULSTERS IN STOCK.
Solid LEATHER PORTMANTEAUS.
OVERLAND TRUNKS, GLADSTONE BAGS, and a variety of TRAVELLING CASES, all sizes.
SILK ½-HOSE, Black, Navy and Colours.
Lamb's Wool, Merino and Lisle Thread ½-HOSE.
White DRESS SHIRTS.
Lacing & E. S. BOOTS and SHOES.
SHOOTING BOOTS, RUBBER BOOTS.
Patent Leather BOOTS and SHOES.
DANCING PUMPS, all sizes.
Large Stock of SCARFS, TIES, HANDKERCHIEFS, BRACES.

ROBT. LANG & Co.

Hongkong, February 21, 1888. 285

W. POWELL & Co.
ARE LANDING, EX S.S. *GLENLYON*,
AN ENTIRELY NEW STOCK OF PERFUMERY:

ROGER & GALLET'S EAU DE COLOGNE, BRILLIANTINE ANTHEA, VINAIGRE DE TOILETTE, EAU DE QUININE.
VIOLETS' KADSURA.
ATKINSON'S WHITE ROSE, FORGET-ME-NOT, STEPHANOTIS, FLEURS DE CHAMPS, WINTER BLOSSOMS, SUMMER FLOWERS, NEW MOWN HAY, &c., &c.
CLEAVERS' BAR AND CAKE SOAPS, ROSEMARY & CANTHARIDES HAIR WASH, PEAR'S SOAP.

W. POWELL & Co.

VICTORIA EXCHANGE, September 8, 1888. 1503

ROSE & CO.

BEG to inform the residents of Hongkong and Out-ports that they have disposed of their STOCK-IN-TRADE, &c., and TRANSFERRED their BUSINESS to the HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED, taking effect from SEPTEMBER 1ST, 1888, from which date their responsibility in the said Business CEASED.

ALL ACCOUNTS are requested to be sent in for collection by the 1ST of OCTOBER NEXT.

And ALL ACCOUNTS due must be Paid by the above-named date.

IN RETIRING from BUSINESS, ROSE & Co., beg to thank their many friends for the valued support hitherto accorded, and trust a continuance of the same will be extended to their Successors.

ROSE & CO.

Hongkong, September 12, 1888. 1520

REFERRING to the above, the HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED, beg to announce the purchase, on Sept. 1st, 1888, of the old established BUSINESS STOCK-IN-TRADE, GOODWILL, etc., of Messrs. ROSE & Co., and they trust by assiduous care and attention to this new branch of their business to merit a share of public patronage.

THE STORE will be RE-OPENED in a few days, when due notice will be given. The whole STOCK is being re-marked and arranged for a great CHEAP SALE, full particulars of which will be duly announced.

WE have this day REMOVED our Office from the premises of Messrs. LANE, CRAWFORD & Co., to Nos. 37 and 39, Queen's Road.

THE HALL & HOLTZ Co., LD.

MR. ALFRED EDWIN SKEELS has this day been appointed Manager of the HALL AND HOLTZ COMPANY'S Business at this port.

By Order of the Board,

W. W. CLIFFORD,
Managing Director.

Hongkong, September 12, 1888. 1521

Business Notices.

J. MARINBURK,
COLLEGE CHAMBERS,

BEGS to inform the Public that he has made GREAT REDUCTIONS IN PRICES
OF FURNITURE AND UPHOLSTERING
IN LATEST DESIGNS.

All the Work is made under My Supervision and I use the best Coverings, Plushes and Materials. Guarantee all the Work of best Workmanship.

Hongkong, May 22, 1888. 832

Intimations.

STAG HOTEL.

NOTICE TO HOTEL KEEPERS, CLUBS, &c.

FOR SALE:

TWO ENGLISH BILLIARD TABLES, with BALLS, CUES, MARKING-BOARDS, &c., Complete.

A Very Handsome Set of BAR FIXTURES, quite new, Built of Solid Teakwood, handsomely-carved and moulded, inlaid with PLATE GLASS MIRRORS.

Also, Several other PLATE GLASS MIRRORS; One TEAKWOOD BAR COUNTER, with Four PULL PUMPS, PIPES, &c.

Two Handsome STREET LAMPS, with strong Fancy METAL BRACKETS, suitable for HOTELS or other PUBLIC BUILDINGS.

Also, SUNDRY other ARTICLES, suitable for HOTEL PURPOSES. Delivery on or after 1ST DECEMBER, 1888.

The HOTEL is CLOSING, on account of the PROPERTY having been SOLD.

Apply J. COOK,
Stag Hotel.

Hongkong, September 10, 1888. 1511

A RAMBLE THROUGH SOUTHERN FORMOSA.—By Mr. G. TAYLOR.

This Article, which has been reprinted from the *China Review*, contains one of the best Sketches of Formosan Life yet written.

A few roughly-executed Woodcuts are included in the pamphlet.

May be had—Price, $1—at Messrs. LANE, CRAWFORD & Co.'s, and Messrs. KELLY & WALSH, LIMITED, Hongkong; also, Mr. N. MOALLE, Amoy.

Hongkong, March 3, 1888. 363

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a STATEMENT OF BUSINESS Contributed during the Half-Year ended 30th June, 1888, on or before the 30th Instant, on which date the Accounts will be Closed.

By Order of the Board of Directors,

D. GILLIES,
Secretary.

Hongkong, September 3, 1888. 1476

HONGKONG & SHANGHAI BANKING CORPORATION.

OLD or BROKEN NOTES will be EXCHANGED for NEW ONES on application at the Offices of the Corporation.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, August 30, 1888. 1445

COLLEGE OF MEDICINE FOR CHINESE.

RESIDENTS in the Colony would materially aid the SENATE of the COLLEGE by forwarding to the ALICE MEMORIAL HOSPITAL

(1). Glass Jars (for museum purposes).
(2). Illustrated Papers and Books for the Student's Reading Room and Library.

Address to

JAMES CANTLIE,
Hon. Sec. to the College.

Hongkong, August 7, 1888. 1317

THE STEAM LAUNCH COMPANY, LIMITED.

CAPITAL.....$100,000
IN 2,000 SHARES OF $50 EACH.

Directors:
J. J. FRANCIS, Esq., Q.C.
D. MCCULLOCH, Esq.
A. WOOLLEY, Esq.
E. J. HOLMES, Esq.

Bankers:
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

APPLICATIONS for SHARES to be made to the HONGKONG & SHANGHAI BANKING CORPORATION before the 15TH SEPTEMBER INSTANT, or Forms to be obtained from the Secretary and Manager A. G. GORDON, 1, Pedder Street, $5 per Share to be paid on application, $5 on allotment, a further sum of $10, Three Months from date of allotment, $10 at the expiration of Six Months from date of allotment, the balance of $20 when and as the same shall be called up, under the provisions contained in the Articles of Association, not less than 3 Months' Notice.

By Order,

A. G. GORDON,
Secretary & Manager.

Hongkong, September 5, 1888. 1435

To Let.

TO LET.

ROOMS in 'COLLEGE CHAMBERS.'

GODOWN in ICE HOUSE LANE, lately occupied by Messrs. BUTTERFIELD & SWIRE, from the 1st August.

Apply to

DAVID SASSOON, SONS & Co.

Hongkong, July 12, 1888. 504

Auctions.

GOVERNMENT NOTIFICATION.

No. 401.

THE following Particulars of SALE of CROWN LAND by PUBLIC AUCTION, to be held on the Spot, on MONDAY, the 17th day of September, 1888, at 4 p.m., are published for general information.

By Command,

FREDERICK STEWART,
Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
Hongkong, 10th September, 1888. 1507

Particulars of the Letting by Public Auction Sale, to be held on MONDAY, the 17th day of September, 1888, at 4 p.m., by Order of His Excellency the Governor, of One Lot of Crown Land, in the Colony of Hongkong, for a term of 75 years.

Particulars of the Lot.

No. of Sale	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Rural Building Lot No. 61	The Ridge, North of "The Hay Stack," (Mr. Anton's)	120	160	180	168	28,500	166	5700

For Sale.

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE,

Quarts.....$20 per Case of 1 doz.
Pints.....$21 " " 2 "

Dubos Frères & de Gernon & Co.'s BORDEAUX CLARETS AND WHITE WINES.

Baxter's Celebrated 'Barley Bree' WHISKY,—$7½ per Case of 1 doz.

GIBB, LIVINGSTON & Co.

Hongkong, July 18, 1884. 1187

JAPANESE BEER.

FROM the JAPAN BREWERY COY., LD., YOKOHAMA.

In Cases of 4-doz. Quarts, $9.00.

FOR SALE
BY
LANE, CRAWFORD & Co.,
Agents.

Hongkong, August 31, 1888 1452

Shipping.

Steamers.

STEAM TO STRAITS, COLOMBO AND BOMBAY.

The P. & O. S. N. Co.'s Steamship *Teheran* will leave for the above places on SATURDAY, 15th Inst., at Noon.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, September 8, 1888. 1504

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

The Co.'s Steamship *Formosa*, Captain HALL, will be despatched for the above Ports on SATURDAY, the 15th Instant, at 3 p.m.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, September 13, 1888. 1530

FOR SHANGHAI.

The Steamship *Ningpo*, Captain F. SCHULZ, will be despatched for the above Port on SATURDAY, the 15th Inst., at 4 p.m.

For Freight or Passage, apply to

SIEMSSEN & Co.

Hongkong, September 13, 1888. 1525

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Jason*, Capt. MILLIGAN, will be despatched as above on SATURDAY, the 15th Instant.

Passengers for EUROPE desiring to proceed OVERLAND, can, on application to the Undersigned, have their Tickets endorsed for surrender at Algiers in exchange for Coupon Tickets to MARSEILLES (by Transatlantic Company's express boats), and thence to PARIS or LONDON. Algiers is 28 hours steam from Marseilles, and thence to London occupies about the same time.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, September 10, 1888. 1509

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship *Haitan*, Captain ASHTON, will be despatched for the above Ports on SUNDAY, the 16th Instant, at 9 a.m.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, September 13, 1888. 1522

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR BANGKOK (DIRECT.)

The Company's Steamer *Phra Chula Chom Klao*, Captain A. BENSON, will be despatched for the above Port on SUNDAY, the 16th Instant, at Noon.

For Freight or Passage, apply to

YUEN FAT HONG,
Agents.

Hongkong, September 13, 1888. 1523

FOR KOBE (DIRECT).

The British Steamer *Tartar*, Captain BAILEY, will be despatched as above on TUESDAY, the 18th Instant, at Daylight.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, September 13, 1888. 1528

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship *Taisang*, Capt. JACKSON, will be despatched as above on TUESDAY, the 18th Instant, at 3 p.m.

This Steamer has superior First-class Accommodation, specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, September 13, 1888. 1524

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI *VIA* AMOY.

(*Taking Cargo & Passengers at through rates for* NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Menelaus*, Captain NELSON, will be despatched as above on THURSDAY, the 20th Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, September 13, 1888. 1529

STEAM TO STRAITS AND BOMBAY.

(*Calling at* COLOMBO *should inducement offer.*)

The P. & O. S. N. Co.'s Steamship *Khiva* will leave for the above places on SATURDAY, 22nd Inst., at Noon.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, September 13, 1888. 1526

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.

(*Calling at* PORT DARWIN & QUEENSLAND PORTS, *and taking through Cargo to* NEW ZEALAND, TASMANIA, &c.)

The Steamship *Guthrie*, Captain CRAIG, will be despatched for the above Ports on SATURDAY, the 22nd Instant.

For Freight or Passage, apply to

RUSSELL & Co.,
Agents.

Hongkong, September 10, 1888. 1514

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s Steamship *Verona* will leave for the above place about 24 hours after her arrival with the outward English Mails.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, September 6, 1888. 1491

STEAM TO YOKOHAMA, *VIA* NAGASAKI AND KOBE.

(*Passing through the* INLAND SEA.)

The P. & O. S. N. Co.'s Steamship *Malwa* will leave for the above places on or about the 26th Instant.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, September 6, 1888. 1492

Sailing Vessels.

FOR NEW YORK.

The 3/3 L.1.1. Amer. Barque *Emma T. Crowell*, PENDLETON, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, September 10, 1888. 1512

Notices to Consignees.

GLEN LINE OF STEAM PACKETS.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Glenlyon*, having arrived from the above Ports, Consignees of Cargo by her and by the S.S. *Helvetia* from NEW YORK are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LD., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Cargo remaining undelivered after the 14th Instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are also requested to present all Claims for damages and/or shortages not later than the 22nd Instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, September 8, 1888. 1502

STEAMSHIP *DJEMNAH*.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex S.S. *Mouche*, from Antwerp, ex S.S. *Romanel*, from Havre, ex S.S. *Copernic*, and from Bordeaux, ex S.S. *Marie*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 10 a.m. TO-MORROW (Wednesday), the 12th Inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after WEDNESDAY, the 19th Instant, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent in to me on or before FRIDAY, the 21st Instant, or they will not be recognised.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, September 11, 1888. 1517

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Taisang*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LD., at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 19th Instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are also requested to present all Claims for damages and/or shortages not later than the 25th Instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, September 12, 1888. 1519

Intimations.

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, August 25, 1885. 1458

ROWLANDS'

KALYDOR cools and refreshes the face and hands of all exposed to the hot sun and dust, eradicates freckles, sunburn, tan, &c., and produces a beautiful and delicate complexion.

ODONTO whitens the teeth, prevents decay, and gives a pleasing fragrance to the breath.

MACASSAR OIL preserves and beautifies the hair, and can be also had in a golden colour. Sizes 3/6; 7/-; 10/6.

Ask Chemists for Rowlands' articles, of 20, Hatton Garden, London.

Wholesale and Retail Agents for China: A. S. WATSON & Co., Shanghai. 964

1888. WINTER TIME TABLE. 1888.

THE STEAM-LAUNCH COMPANY, LIMITED.

KOWLOON FERRY.

The Commodious Steam-launch
'*PIONEER*,'

Will from the 1st September, 1888, run daily as a Ferry Boat between Pedder's Wharf and Kowloon Point at the following hours:—

LEAVES KOWLOON.	LEAVES HONGKONG.
6.00 A.M.	7.00 A.M.
8.00 ,,	8.15 ,,
8.40 ,,	9.15 ,,
9.40 ,,	11.00 ,,
10.30 ,,	12.25 P.M.
12.00 ,,	1.05 ,,
12.40 P.M.	2.05 ,,
1.50 ,,	4.00 ,,
2.20 ,,	4.30 ,,
4.15 ,,	5.05 ,,
4.45 ,,	5.35 ,,
5.20 ,,	6.05 ,,
5.50 ,,	6.35 ,,
6.20 ,,	7.10 ,,
6.50 ,,	7.40 ,,
7.25 ,,	
NIGHT SERVICE.	NIGHT SERVICE.
8.30 P.M.	9.00 P.M.
10.30 ,,	11.00 ,,
11.30 ,,	12.00 ,,

☞ The above Time Table will be strictly adhered to.

By Order,

A. G. GORDON,
Secretary and Manager.

Hongkong, September 1, 1888. 1464

Intimations.

1888.

THE STEAM-LAUNCH COMPANY, LIMITED.

Launches always on hand for—
PICNIC, SHOOTING, TOWING, BATHING, PRIVATE PARTIES, &c., &c.

For Terms, apply to Company's Office:—
CORNER OF PEDDER STREET AND PRAYA.

Steam-launch
'*PIONEER*,'
To and from Kowloon.

SCALE OF FARES.

For each Trip,	10 Cents.
Children under 10 years,	Free.
Second Class, (Chinese),	2 Cents.
Sedan Chairs, each,	10 Cents.

FOR KOWLOON RESIDENTS.

Family Tickets including Servants, (per month),	$7.
Single Tickets for one person only and his Servants, (per month),	5.

If more than one person not forming part of the Family, the Fare will be fixed on application to the Secretary.

FOR NON-RESIDENTS.

Quarterly Tickets,	$4.
Do., for Servants only, (2 allowed),	2.

For Extra Trips to or from Hongkong, between the advertised time at the rate of $1 per Trip each way.

NIGHT SERVICE. — All Passengers whether Subscribers or otherwise will be charged 20 cents each way.

A. G. GORDON,
Secretary and Manager.

Hongkong, September 1, 1888. 1463

To-day's Advertisements.

KOWLOON.

FOUR VALUABLE BUILDING LOTS will be OFFERED FOR SALE by PUBLIC AUCTION, on

SATURDAY,

the 22nd September, 1888, at 4.30 p.m.,
BY
J. M. ARMSTRONG, *Auctioneer.*

These LOTS adjoin the Observatory and have frontages to KIMBERLEY ROAD and AUSTIN ROAD.

Situated within 10 minutes walk of the Ferry and on high and healthy ground, this Estate offers MOST DESIRABLE SITES FOR VILLA RESIDENCES.

For Plans and further Particulars, apply to HENRY J. HOLMES, Solicitor; W. ST. J. H. HANCOCK, C.E., F.R.I.B.A., or to the AUCTIONEER.

Hongkong, September 14, 1888. 1534

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Friggia*, Captain F. NAGEL, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the KOWLOON PIER AND GODOWN Co. and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th Inst., at 4 p.m.

No Fire Insurance has been effected.

SIEMSSEN & Co.,
Agents.

Hongkong, September 14, 1888. 1532

SHIRE LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

The Steamship *Cardiganshire*, CLARKE, Commander, will be despatched for the above Ports on or about the 28th Instant.

For Freight or Passage, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, September 14, 1888. 1536

To-day's Advertisements.

WANTED IMMEDIATELY.

FOR TWO YOUNG LADIES. Apartments with Board. State Terms by Letter only to

'A. B.,'
c/o. *China Mail* Office.

Hongkong, September 14, 1888. 1535

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
ALSO
LONDON, HAVRE, BORDEAUX,
DUNKIRK AND ANTWERP.

ON THURSDAY, the 29th September, at Noon, the Company's Steamship *MELBOURNE*, Commandant BONNEFOY, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 26th September, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, September 14, 1888. 1533

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

C. C. CHAPMAN, American ship, Hichborn.—Pustau & Co.

EMMA T. CRAWELL, Amer. barque, Capt. A. S. Pendleton.—Russell & Co.

FRANCIS, British ship, Captain Geo. L. Bray.—Master.

HEI CHEONG, British barque, Capt. T. C. Thomsen.—Kong Cheong Tai.

HEVER, German steamer, Capt. Dethlefsen.—Siemssen & Co.

MONROWA, British ship, Captain Theo. Corning.—Siemssen & Co.

WM. H. CONNER, American ship, Capt. J. R. Butman.—Pustau & Co.

SHIPPING

ARRIVALS.

September 14, 1888:—

Kwang Kap, Chinese gunboat, from Canton.

Injraban, German steamer, from Whampoa.

Frigga, German steamer, 1,400, F. Nagel, Hamburg July 31, Port Said August 14, Penang September 4, and Singapore 7, General.—SIEMSSEN & Co.

Alwine, German steamer, 400, Samuelson, Pakhoi Sept. 11, and Hoihow 13, General.—WIELER & Co.

Guthrie, British steamer, 1,700, H. Craig, Sydney August 26, Sandy Cape 28, Townsville 30, Cairns 31, Cooktown September 1, and Thursday Island 3, Coal and General.—RUSSELL & Co.

Jason, British steamer, 1,411, J. Milligan, Shanghai via Foochow and Amoy Sept. 13, General.—BUTTERFIELD & SWIRE.

Clara, German steamer, 674, C. Christensen, Haiphong Sept. 12, General.—SIEMSSEN & Co.

Soochow, British steamer, 327, T. Rowin, Pakhoi September 11, and Hoihow 13, General.—KWONG TAI LOONG.

Almora, British steamer, 1,718, Alex. Hay, Batavia via Singapore, and Saigon, Sugar, Oil, Coffee and Tin.—JARDINE, MATHESON & Co.

Anton, German steamer, 396, E. Acreboe, Pakhoi September 11, and Hoihow 13, General.—WIELER & Co.

DEPARTURES.

September 14:—

Marie, for Haiphong.
Zambesi, for Saigon.
H. G. Johnson, for Keelung.
Benalder, for Singapore and Sourabaya.
Velox, for Chefoo.
Soochow, for Swatow.
Soochow, for Macao.

CLEARED.

Formosa, for Amoy and Tamsui.
Nyl Ghau, for New York.

PASSENGERS.

ARRIVED.

Per *Frigga*, from Hamburg, &c., Master Reis. Blad, and 100 Chinese.

Per *Alwine*, from Pakhoi, Mr Heasloop, and 56 Chinese.

Per *Guthrie*, from Sydney, &c., Messrs Orkney, C. H. Stratton, and 31 Chinese.

Per *Jason*, from Shanghai, &c., Mr Thomas, and 500 Chinese.

Per *Almora*, from Singapore, 138 Chinese.

DEPARTED.

Per *Marie*, for Haiphong, Sister Laurencia, and 11 Chinese.

Per *Benalder*, for Singapore, 660 Chinese.

TO DEPART.

Per *Formosa*, for Amoy, 1 European and 100 Chinese.

SHIPPING REPORTS.

The German steamer *Frigga* reports: Left Hamburg 31st July; arrived Port Said 14th August, left Suez 16th; arrived Penang 4th September, left the same day; arrived Singapore 6th September, left the 7th; arrived Hongkong 14th September, 10 a.m. Across the Indian Ocean had strong S.W. monsoon, with high confused sea and rain squalls. From Singapore to Hongkong, during the first three days, had light S.W. breeze and moderate sea; then on the 11th instant, off Paderang, a typhoon, with high confused sea and much rain; from there to port, light winds from S.E. to N.E. with Easterly swell and rain squalls.

The British steamer *Guthrie* reports: Left Sydney 26th August, at 10 a.m., rounded Sandy Cape at 8 p.m., August 28th; and arrived in Townsville at 8.30 p.m., August 30th; left Townsville at midnight, same night; Cairns 8 p.m., August 31st; Cooktown at 10.30 a.m., September 1st; and arrived at Thursday Island Monday 3rd September; experienced moderate S.E. monsoon, and fine weather up the Coast; left Ship Island at 5 p.m., 3rd Sept., and cleared Basilan Straits at noon, 10th September; and anchored in Hongkong, at 3.20 p.m., the 14th September. On 26th August, had light winds and fine weather all the voyage.

The British steamer *Jason* reports: Had light N.E. winds and fine weather.

POST OFFICE NOTICES.

MAILS will close:—

For STRAITS, COLOMBO & BOMBAY.
Per *Teheran*, at 11.30 a.m., on Saturday, the 15th inst.

For AMOY & TAMSUI.—
Per *Formosa*, at 2.30 p.m., on Saturday, the 15th inst.

For SHANGHAI.—
Per *Ningpo*, at 3.30 p.m., on Saturday, the 15th inst.

For SWATOW, AMOY & FOOCHOW.—
Per *Haitan*, at 8.30 a.m., on Sunday, the 16th inst.

For BANGKOK.—
Per *Phra Chula Chom Klao*, at 9 a.m., on Sunday, the 16th inst.

For AMOY & MANILA.—
Per *Don Juan*, at 3.30 p.m., on Monday, the 17th inst.

For KOBE.—
Per *Tartar*, at 5 p.m., on Monday, on 17th inst.

For STRAITS & CALCUTTA.—
Per *Taisang*, at 2.30 p.m., on Tuesday, the 18th inst.

MAILS BY THE UNITED STATES PACKET.—

The United States Mail Packet *City of Peking* will be despatched TUESDAY, the 18th Instant, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

2.15 P.M. Registry ceases.
2.30 P.M. Post-Office closes, but Correspondence may be posted on board the Packet *with Late Fee of* 10 *cents extra Postage* until the time of departure.

SHARE LIST.—QUOTATIONS. SEPT. 14, 1888.

Stocks.	*Nos. of Shares.*	*Value.*	*Paid-up.*	POSITION PER LAST REPORT.		*Last Dividend.*	*Closing Quotations, Cash.*
				Reserve.	*Balance c. fwd.*		
BANKS.							
Hongkong and Shanghai Bank Corp.	60,000	$ 125	all	$ 4,000,000	$ 10,441.36 at working a/c	30/ for ½ year to June 30/88	153 % prem.
INSURANCES.							
Union Insurance Society Co., Ld.	10,000	$ 250	$ 25	$ 675,000	$ 371,597.16	26 %, 1886	$90
China Traders' Insurance Co., Ld.	24,000	$ 83.33	$ 25	$ 450,000	$ 26 ,119.28	20 % ₽ annum	$68
North-China Insurance Co., Ld.	5,000	£ 200	£ 50	Tls. 260,000	Tls. 326,119.88	10 % for 1887	Tls. 285
Yangtsze Insurance Association, Ld.	8,000	£ 25	all	Tls. 75,914.31	Tls. 3, 83 .05	7 % for 1887	Tls. 87½, buyers
Chinese Insurance Co., Limited	1,500	$ 1,000	$ 200	$ 28,711.5	$ 24,285.84	6 % for 1887	$175
Canton Insurance Office Co., Ld.	10,000	$ 250	$ 50	$ 230,000	$ 429,367.96	10 % for 188	$100, sellers
The Straits Insurance Co., Ld.	30,000	$ 100	$ 2	$ 85,000	$ 82,170.	5 % ½ yr. 1888	$25, buyers
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	$ 50	$ 1,031,486	$ 252,243.30	$29.80 for '86	$342½, sellers
China Fire Insurance Co., Ld.	20,000	$ 100	$ 20	$ 650,000	$ 204,003.90	$ 6 for 1887	$77
The Straits Fire Insurance Co., Ld.	20,000	$ 100	$ 20	...	$ 41,1 2.80	5 % ½ yr. 1888	$18½
Singapore Insurance Company, Ld.	40,000	$ 100	$ 20	$ 11,875.91	$ 76,898.10	10 % for 1886	$15½, buyers
DOCKS.							
H'kong & Whampoa Dock Co., Ld.	12,500	$ 125	all	...	$ 1,138.50	3 % for ½ year June 30/88	$33 % prem.
STEAMBOAT COMPANIES.							
H.K., C. and M. Steamboat Co., Ld.	40,000	$ 20	all	$ *40,000 $ †215,000	$ 2,968.98	7 % half year June 30/88	120 % prem.
Indo-China S. N. Company, Limited	60,000	£ 1	all		£ 1,922.8.	5 % for 1887	20 % dis.
Douglas Steamship Co., Limited	20,000	$ 50	all	$ 178,431.39	$ 6,5 4.68	7 %	$60
China and Manila S. S. Co., Ld.	3,500	$ 50	all	$ 10,000	$ 18.58	6 % for 1887	$117, buyers
MISCELLANEOUS.							
China Sugar Company, Limited	15,000	$ 100	all	...	$ 11,160.43	6 % for ½ year to June 30/8	$186
Luzon Sugar Company, Limited	7,000	$ 100	all	...	Dr. $ 27,948.5	None	$70
Punjom & Sunghie Dua Samatan Mining Co.	40,000	$ 10	all	...	...	None	$13, sales
Société Française des Charbonnages du Tonkin	8,000	Fcs. 500	Fs. 500	...	...	First Year	65 % prem.
HK. & Kow. Wharf & Godown Co.	17,000	$ 100	all	...	$ 1,224.97	4 % for 1887	164 % prem., buyers
A. S. Watson & Co., Limited	8,860	$ 100	all	$ 20,000	$ 411.47	13 % for 1887	100 % prem.
Cruickshank & Co., Limited	1,600	$ 60	all	...	...	First Year	12 % prem., sales
Hongkong Hotel Company, Ld. 3,000 shs. issued	3,000	$ 100	all	...	$ 8,706.04	$4 half year June 30/88	$170, ex div., nominal
HK. and China Gas Co., Limited.	5,100	£ 10	all	£ 10,843.7.7	£ 1,900.	10 % and 2½ % bonus for '87	$130, buyers, fully paid up
New Shares	1,900	£ 10	£ 7.10				$80
Hongkong Ice Company, Limited	5,000	$ 25	all	$ 37,500	$ 429.60	10 % for 1887	$85, nominal
Hongkong Bakery Company, Ld.	600	$ 50	all	...	$ 139.06	10 % for 1887	$75, nominal
H'kong Rope Manufactory Co., Ld.	3,000	$ 50	all	...	Dr. $ 6,8 6.27	None	$13
Hongkong Dairy Farm Co.	3,000	$ 10	all	...	Dr. $ 13,186.91	...	$325, nominal
HK. High-Level Tramways Co., Ld.	1,2 0	$ 100	$ 50	...	...	...	
Campbell, Moore & Co., Limited	1,000	$ 10	all	...	Dr. $ 1,375.21	...	$12
East Borneo Planting Co., Limited	3,000	$ 30	$ 25	...	...	First Year	$40
LOANS.				*Rates of In.*	*Payable*		
Chinese Imperial 1884 a.	8,56	$ 500	all	8 %	yearly, 30 June	until 1890	3 % prem.
,, ,, 1884 e.	3189	$ 500	all	8 %	Oct. 15	until 1892	3 % prem.
,, ,, 1886 e.	7700,000	Tl. 250		7 %	March & Sept.	until 1917	2 % prem.

* Equalization of Dividend Fund. † Depreciation and Insurance Fund.

MEMOS. FOR TO-MORROW.

Shipping.

Noon.—*Teheran* leaves for Bombay, &c.
3 p.m.—*Formosa* leaves for Amoy, &c.
4 p.m.—*Ningpo* leaves for Shanghai.
Jason leaves for London.

Meeting.

9 p.m.—Meeting of Perseverance Lodge.

General Memoranda.

MONDAY, September 17:—
4 p.m.—Auction of One Lot of Crown Land.
6 p.m.—Meeting of H.K. St. Andrew's Society in the City Hall.

WEDNESDAY, September 19:—
Goods per *Taisang* undelivered after this date subject to rent.

THURSDAY, September 20:—
Goods per *Friggia* undelivered after this date subject to rent.

FRIDAY, September 21:—
Noon.—Tenders for Erection of Sanitarium received by Naval Storekeeper.

SATURDAY, September 22:—
Noon.—Meeting of Shareholders of the Douglas Steamship Co., Ltd., at the General Managers' Office.
4.30 p.m.—Auction of Four Valuable Building Lots.

THURSDAY, September 30:—
Statement of Business with the Hongkong and Whampoa Dock Co., Ltd., to be sent in before this date.

FRIDAY, October 5:—
4 p.m.—Meeting of Shareholders of The Punjom & Sunghie Dua Samantan Mining Co., Ltd., at No. 9, Queen's Rd.

A. S. WATSON & Co.,
LIMITED.

OUR NEW SEASON'S
FLOWER AND VEGETABLE SEEDS
ARE NOW READY.

Flower Parcels	of 50 Packets,	price,	$10.00
,, ,,	of 20 ,,	,,	5.00
Vegetable ,,	of 45 ,,	,,	7.50

Single Packets at list prices.

SPECIAL FLORIST'S SEEDS.

In Packets of six or more named varieties, viz.:—

CLOVE PINKS—PANSIES—PHLOX—HOLLYHOCKS—PORTULACA, VERBENA AND PETUNIA.

MIGNONETTE MACHEL
(The New Variety).

PRICED CATALOGUE ON APPLICATION.

THE HONGKONG DISPENSARY.

30th August, 1888. 1448

☞ *The publication of this issue commenced at 7.25 p.m.*

The China Mail.

HONGKONG, FRIDAY, SEPTEMBER 14, 1888.

TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL.']

(Via Southern Line.)

THE ST. LEGER.

LONDON, 12th September, 1888.

Seabreeze............First.
Chillington............Second.
Zanzibar............Third.

(Havas Agency.)

RESIGNATION OF M. CONSTANS.

PARIS, 4th Sept.

The Premier has written to M. Constans that the Government considers that the question he put on the 18th July to the Chamber of Deputies about the game of 36 beasts implies that he resigns the functions of Governor General.

THE MYSTERIOUS GENERAL.

PARIS, 5th Sept.

There is no positive news about General Boulanger; many contradictory rumours are being circulated about his journey.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND:—*Bordeaux*, August 10; *Glamorganshire*, *Glenogle*, *Prometheus*, 28; *Benvenue*, *Priam*, *Henley*, 31; *Antenor*, *Kaisow*, *Nestor*, *Yangtsé*, *Lydia*, September 4; *Cyclops*, *Elektra*, 7; *Hector*, *Neckar*, *Regal*, 11.

HOMEWARD BOUND:—*Cascapedia*, Aug. 14; *Cassandra*, 28; *Glenfruin*, 31; *Anchises*, *Glenartney*, Sept. 4; *Daphne*, 7; *Diomed*, *Glenearn*, *Irawaddy*, *Merionethshire*, *Stanmore*, *Marcia*, 11.

The *Verona*, with the ENGLISH MAIL of August 17th, left Singapore on Tuesday, the 11th inst., at 2 p.m., and may be expected here on or about Sunday, the 16th inst. This Packet brings replies to letters despatched from Hongkong on July 5th.

The O. & O. Co.'s s. s. *Arabic*, with the AMERICAN MAIL of August 21, left Yokohama on Thursday, the 13th inst., at 6 p.m., and may be expected here on or about Wednesday, the 20th inst.

The Navegazione Generale Italiana Co.'s steamer *Bisagno* left Singapore for this port on the 8th inst., and may be expected to arrive on or about the 14th inst.

The China Shippers Mutual S. N. Co.'s steamer *Ningchow*, from Glasgow and Liverpool, left Singapore on the 10th instant, and may be expected here on or about the 16th inst.

The Glen Line steamer *Glengyle*, from London, left Singapore on the 11th inst., and may be expected here on or about the 17th inst.

The O. S. S. Co.'s steamer *Menelaus*, from Liverpool, left Singapore on the 12th inst., and may be expected here on or about the 18th inst.

LAU WA TING, a building contractor, was fined $10 in the Police Court to-day, with the alternative of a week's imprisonment, for obstructing a side-channel by depositing rubbish in it.

THE Agent of the O. & O. S. S. Co. informs us that owing to the continued bad weather prevailing at Yokohama, the departure of the *Arabic* for this port was further postponed. She left this port yesterday, at 6 p.m.

WE hear that Myrtle Bank, the residence of Mr A. F. Smith at the Peak, has been sold for $12,000.

A COOK named Lau Asam was brought before Mr Sercombe Smith, in the Police Court to-day, charged at the instance of Private Adams with stealing 12lbs of beef belonging to G. Company, 58th Regiment. The complainant said he found the beef tied round the defendant's body. The charge was admitted, and sentence of one month's hard labour passed.

THE two cases of arson which have been occupying the attention of Mr Wodehouse in the Police Court for a few weeks past have now been committed for trial at the Supreme Court, and will be taken at the Criminal Sessions for this month. Of course, a special day or days will be set aside for the trials, and the proceedings will doubtless be followed with considerable interest. Mr Francis, Q.C., has, we understand, been retained—not for the defence this time, as he so frequently is, in important cases, but for the prosecution. Apart from the gravity of the charges made against Li Yuk and his three fokis (which would be sufficient in itself, in view of the frequency of fires originating in shops here, to excite a good deal of interest) the cases are invested with a peculiar interest from the circumstances under which they have arisen. The proceedings, in the first instance, against the three fokis, were taken on the information of a tailor's apprentice, who said he was sleeping outside the Kut Fung shop on the night of the fire, was awakened by hearing a noise within the shop, and on looking through a crack in the door saw the three fokis set fire to the place. The charge against the master of the shop, which is brought at the instance of the Straits Fire Insurance Coy., is, substantially, founded on the information of the same person, he having stated in his evidence against the fokis that the master of the shop made several attempts to bribe him against giving evidence. Both sides of the two cases have been very fully gone into in the Police Court, although the defence in the case of the master of the shop has been reserved, and it remains to be seen what view will be taken of the matter by a jury.

IN giving a summary of the debate in our Legislative Council on the Foreign Mail Steamer's Ordinance, the *Straits Times* says: —The whole affair shows the despotic sway of the Secretary of State. At his bidding, Crown Colony Governments have been forced to pass these invidious Ordinances, which none of the self-governed Australian Colonies will hear of passing.

WE notice that the Calcutta correspondent of a Burma contemporary thus announces a new venture in Indian Sporting periodicals to be directed by Captain Horace Hayes:—Captain M. H. Hayes, M.R.C.V.S., the great horse trainer, has arrived in Calcutta, and has set up in business as a Veterinary Surgeon. There is not the slightest doubt that he will do well in the new profession he has adopted. It is believed that he intends starting a new sporting journal, to be published in Calcutta. It is time we had something superior to the *Asian* and, with Captain Hayes at the helm, no doubt we will get the proper article. —*Singapore Free Press.*

C. E. WARNER, who was employed for some time, under the name of Russell as a clerk at the Hongkong Hotel, was charged, at the Calcutta Criminal Sessions on the 23rd Aug., first, with having on the 17th day of October, 1886, in Calcutta, being employed as Manager of the Singer Manufacturing Company, and in such capacity being entrusted with the sum of Rs. 4,494-13-0, committed criminal breach of trust in respect thereof; second, with having between the 18th and 21st of October, 1886, been entrusted with the sum of Rs. 229-12-6, committed criminal breach of trust in respect of a portion thereof, viz., Rs. 155-10-6; and third, with having committed criminal breach of trust in respect of Rs. 10. The prisoner, who was undefended, pleaded not guilty. The jury returned a unanimous verdict of guilty, and the prisoner was sentenced to four years' rigorous imprisonment.

THE Secretary for the Colonies, Lord Knutsford has had to finally determine a curious point of Judicial Etiquette. When the Chief Justice of Ceylon, Sir Bruce Burnside, went away on leave, there was but one Puisne Judge left in the Colony, Mr Dias, who was thereupon appointed to act as Chief Justice. Mr Dias was Junior Puisne Judge, his Senior, Mr Clarence, being in England. Upon Mr Clarence's return to Ceylon, he claimed the post of Acting Chief Justice by virtue of his seniority. Mr Dias, however, declined to give it up, and the consequence was no appeals could be heard and all judicial business requiring the presence of two Judges, was at a standstill. Mr Clarence appealed to Lord Knutsford, who decided that the duty of acting for an absent Chief Justice fell to the senior Member of the bench in the Colony, and could not be held by a Junior Puisne Judge, a senior being present. So Mr Dias retired and Mr Clarence assumed the dignity. Mr Lovell Burchett Clarence is the only son of Mr George Clarence of Charmouth, Dorsetshire. He was born in 1839, and educated at Trinity College, Cambridge, where he graduated as a Senior Optime in 1861. He was called to the bar of the Inner Temple, in Hilary Term, 1864, and formerly practised in the Court of Chancery. He was Deputy Queen's Advocate in Ceylon, from 1873 to 1876, when he was appointed a Puisne Judge of the Supreme Court.—*Straits Law Journal.*

THE HOLLYWOOD ROAD ARSON CASE.

Li Ayuk, the master of the Kut Fung shop, who is charged at the instance of the Straits Fire Insurance Co. with arson, appeared on remand before Mr Wodehouse in the Police Court to-day.

Mr Wotton, defendant's Solicitor, said he had already submitted to His Worship that in this case there was really no evidence to support the charge against the defendant. Of course he was aware that the charge might be varied if the case were put before the Supreme Court, but at present the defendant was charged with setting fire to a house, and he (Mr Wotton) again submitted that there was no evidence on which the man could be held in custody, and that he should be dismissed. There was nothing to support any charge in fact, even supposing a charge was brought against him of trying to bribe the informer not to give evidence, because the evidence of the informer himself and his witnesses varied to such an extent on material points that he did not think it could be relied on to convict the defendant even if the charge were put in that form. However, as the charge before his Worship was that of setting fire to a house, on which there was not a tittle of evidence before his Worship, he (Mr Wotton) would therefore ask his Worship to discharge Li Yuk. He to some extent anticipated what his Worship intended to do, but he thought it well to submit what he had submitted.

His Worship—You mean that you ask for his discharge on the proceedings as they now stand; am I to understand that you have finished your defence?

Mr Wotton said he applied for the defendant's discharge as the case now stood.

His Worship said he must refuse the application.

Mr Wotton—Very well, your Worship. Of course I am now in this position—a great deal of the evidence has been produced in the other case. My client's defence would not have been open to the same observation as it might be had it not been produced. I am speaking now as regards the prosecution. Therefore it is not so absolutely necessary as it was in the other case to produce it in this case. I presume your Worship intends to commit the case for trial at the Supreme Court. If your Worship intends to do that, I will not produce any evidence here, but will reserve my defence.

His Worship then committed the case for trial at the Supreme Court, and allowed the defendant the same bail as before—two sureties of $500 each.

THE REGIMENT SWIMMING RACES.

The annual swimming races of the 58th Regiment will be held in the bath-house of the Victoria Recreation Club to-morrow afternoon, commencing at 4 p.m.:—

Committee:—Colonel Anderson, Major Ellis, Major Chaytor, Captain Collinson, Lieut. Metcalfe.

Sub-Committee:—Sergeant-Major Hill, Color-Sergeant Phillips, Color-Sergeant Everett, Corporal Foster, Corporal Gomm.

1.—4 lengths:—Open to Lance-Corporals and Privates of 4 years' service. 1st prize, $4; 2nd prize, $2; 3rd prize, $1.
2.—4 lengths:—Open to Lance-Corporals and Privates over 8 years' service. 1st prize, $4; 2nd prize, $2; 3rd prize, $1.
3.—4 lengths:—Open to Lance-Corporals and Privates over 8 years' service. 1st prize, $4; 2nd prize, $2; 3rd prize, $1.
4.—4 lengths:—Open to Non-Commissioned Officers of and above the rank of Corporal. 1st prize, $5; 2nd prize, $3; 3rd prize, $2.
5.—Round the Red Buoy and back (Handicap). A Cup. Open to Members of the Victoria Recreation Club.
6.—Diving for objects (Open). 1st prize, $4; 2nd prize, $2; 3rd prize, $1.
7.—Running Header from the Spring Board. 1st prize, $4; 2nd prize, $2; 3rd prize, $1.
8.—Handicap:—4 lengths (Open). 1st prize, $5; 2nd prize, $3; 3rd prize, $2.
9.—Hurdle Race:—2 lengths (Open). 1st prize, $4; 2nd prize, $2; 3rd prize, $1.
10.—Long Race:—Round Red Buoy and back. 1st prize, $7; 2nd prize, $4; 3rd prize, $3; 4th prize, $1.
11.—Tug-of-War:—Right Half Battalion *v.* Left. 1st prize, $10.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before Hon. James Russell, Acting Chief Justice.)

Friday, September 14.

SHEK CHING CHUEN *v.* ORTIZ.

In this suit his Lordship delivered judgment as follows:—This is an action for damages founded on a breach of warranty in reference to the sale of the Spanish steamer *Estrella*, and also for fraudulent misrepresentation in connection with that sale. The plaintiff resides at Hongkong and the defendant at Manila, but both were represented by agents throughout the whole proceedings—Mr Rapp acting for the plaintiff, and Mr Melbye for the defendant. On the 29th March, 1885, Mr Melbye and Mr Rapp agreed, the former to sell and the latter to buy the steamer *Estrella* for $20,000, commission 2½ per cent. Bargain money to the amount of $5,000 was to be paid at once, $10,000 at the end of April and the balance at the end of May, but full payment was to be made if the vessel was delivered before that date. This was reduced to writing and signed. It appears from the evidence that some time before the sale took place, action had been taken against the vessel in Vice-Admiralty by W. Macgregor Smith, John Henry Smith and others, and on Mr Rapp asking how this matter stood, Mr Melbye told him that Mr Caldwell, solicitor, who had been acting for Mr Ortiz, would explain all about it. Accordingly on the 30th March, Mr Caldwell explained the position to Mr Rapp in Mr Melbye's presence. He said that the actions had been withdrawn or discontinued, and that the claimants had no valid claim against the the ship. Mr Caldwell, however, advised Mr Rapp to get independent legal advice, and Mr Holmes was retained and acted for him. Before, however, Mr Holmes intervened, Mr Rapp paid $5,000 on the 30th March to Mr Melbye. He paid it, he says, on the assurance of Mr Caldwell that the ship was sold 'under the highest title, free from all incumbrances and that there could be no further trouble.' Mr Caldwell denies having given any such assurance, but Mr Holmes, who saw Mr Caldwell on the 31st, says that 'the understanding was that there was nothing in the nature of an incumbrance on the ship.' Mr Caldwell very properly recommended independent legal advice, and it became Mr Holmes's duty to see to the title. Nevertheless I am of opinion that Mr Caldwell was so satisfied about the worthlessness of the claim in Admiralty for possession of a foreign ship that he had expressed himself in his zeal for his client, although he forgets it now, in a manner that led Mr Rapp to believe that the ship was free from incumbrances and that the title was good, and that no further trouble could arise. I am quite [illegible] so at the time, for the actions in Vice-Admiralty admittedly [illegible] withdrawn. Mr Melbye's testimony confirms this view of Mr Caldwell's assurances. The written contract of the 29th March was therefore varied on the 30th. New terms

were added, viz., that there was good title to the ship and that she was free from incumbrances. With the learned author of 'Smith's Contracts' I prefer to consider that that arrangement amounted to a new contract rather than do violence to a well-known rule of law, viz.:—that a parole variation of a written instrument is inadmissible unless where there is an ambiguity. A formal agreement, however, was to be drawn up, which was not done, and a bill of sale for the conveyance of the ship was to be drafted. On the 15th April the *Estrella* was seized under a writ of attachment in a suit No. 18 of 1885, at the suit of Wm. Macgregor Smith, one of the plaintiffs in the abandoned Vice-Admiralty suit, who brought an action against Mr Ortiz and two others. It was agreed between Mr Rapp and Mr Melbye that the second instalment of the purchase money of the *Estrella* should not be paid until the vessel was freed from arrest, and the learned Attorney General in his argument admitted that they had undertaken to free the vessel from that seizure, whilst denying any such agreement or liability to free the vessel from any other person's claim. It seems now that the claims of Macgregor Smith and of John Henry Smith were of the same nature. The plaintiff states that on the 28th May the defendant (of course by his against or agents) informed him that the *Estrella* was released and that full security had been given to meet Macgregor Smith's claims and all other persons claiming or likely to claim against the vessel, and that the plaintiff might safely pay the second instalment of $10,000 and complete the purchase and transfer of the vessel. He says that relying on the truth of those statements he (the plaintiff) paid the second instalment of $10,000 on the 28th May, and on the 10th June, a further sum of $5,000 and executed all documents necessary for the legal transfer of the ship. The plaintiff says those statements were untrue—as the defendant at the time he made them well knew—that the vessel was not released till the 16th June, that no security had been given to meet John Henry Smith's claims, one of the persons previously referred to as having claims against the ship. The defendant denies (*a.*) that he informed plaintiff of the release from arrest—but only that he had got an order for dissolution of the attachment; (*b.*) that he informed plaintiff on the 28th May, or *at any other time* that security had been given to meet any other claims than those of Mr Macgregor Smith in suit 18 of 1885; and (*c.*) that he informed plaintiff on the 28th May that he might safely pay the $10,000 and complete the transfer, but admits that on 16th June, when security in suit 18 had been given, he stated that the vessel was then absolutely free from attachment or arrest, and that he (the defendant) was then free to hand her over and that the plaintiff was then free to take possession of her, and that this was true in fact, and except as above, the defendant gave no assurance or representation or guarantee that had any relation whatever to J. H. Smith or anyone else except Macgregor Smith. The defendant further denies making the untrue statements alleged in the petition and that he made such statements knowing them to be untrue. He denies that he ever gave or undertook to give any security, or stated that he had given any security, or any security that would cover any claim of John Henry Smith. The defendant also says that Mr Rapp, the agent for plaintiff, knew that there was a probability of some adverse claim being preferred by J. H. Smith and in respect of which an attempt might be made to attach or seize the said vessel, and that Rapp made special arrangements to have the vessel towed out of the waters of the Colony on the 16th June when she was again seized. The first question is as to the representations of 28th May. It is to be remembered that on or about 15th April it was agreed that no more money was to be paid until the vessel was free. Mr Rapp says that on the 27th May Mr Holmes wrote to him 'I have seen Mr Caldwell to-day and he tells me the attachment against the ship is removed. We are arranging about the Bill of Sale, and I may want to see you to-morrow about the transfer of the steamer.' Mr Holmes says he had seen Mr Caldwell and wrote this letter in consequence of that interview. He says he believes J. H. Smith's name was mentioned, but no claim had been made. On the 28th May Mr Melbye came to Mr Rapp's office and said 'the *Estrella* is quite free and clear now, pay me the $10,000.' Mr Rapp then said 'What have you done with Blackhead Smith.' Melbye replied 'he is all right, I paid the dollars to Mr Caldwell and he gave him security.' Mr Rapp then said 'I will send you a cheque directly. I have to call on Mr Holmes,' and Mr Rapp and Mr Melbye left together. Mr Rapp got a note from Melbye on the 28th May saying '*Everything is all right now.* I suppose you will take her away, the *Estrella* I mean, this week,' which confirms his verbal representation as related by Mr Rapp. Mr Holmes says 'I recollect seeing Mr Melbye and Mr Rapp on the 28th and advised the payment of the $10,000 as all matters were settled against the ship.' He adds 'Mr Caldwell told me that he had authority to give security for any claim against the ship.' Captain Kock corroborates Mr Rapp as to the interview of Mr Melbye on the 28th May. He says—Mr Melbye said 'Rapp, you can pay me the dollars, everything is settled. The *Estrella* is perfectly clear.' He also said 'Blackhead Smith is perfectly satisfied.' This witness was intended to be Captain of the ship and was in charge of her for 10 months afterwards. Mr Caldwell unfortunately has lost his diary of 1885, and has not the same means of refreshing his memory as Mr Holmes. He states, however, with reference to the 28th May, that he wrote a letter to Mr Holmes on the 27th, which was to the effect that the vessel would be released on the 28th, and he gives important evidence and produces a letter of Mr Melbye's of the 11th May to himself, referred to below, which bears on the subject and shows the anxiety of Mr Melbye to get the 2nd instalment of $10,000 at that date. Although it was arranged that the security for releasing the ship was to be completed on the 28th May, Mr Caldwell will not say that he told either Mr Holmes or Mr Rapp that the bond of that security had not been given. As stated above on the 11th May Mr Melbye also wrote to Mr Rapp for the $10,000, saying 'the affair with MacG. Smith is settled as far as you are concerned, and no obstacles of any kind will be put in the way of the transfer of the ship. Under the circumstances I think I am justified in asking you to pay the 2nd instalment,' whilst on the same day he wrote to Mr Caldwell—'I want Rapp to pay me the $10,000, and he will do so if you will write to Holmes to say the matter is in order. Of course it is in order—the bond merely having to be signed.' As to the letter of 11th May, Melbye to Rapp,—as to that, Mr Caldwell said in cross-examination, 'When Mr Melbye wrote that he knew no security had been given for the *Estrella*. That letter was a misrepresentation of existing facts.' It was then that he produced the letter to himself set out above, and said he did not write as he was asked to do. I think these letters shew at the very least that Mr. Melbye was capable of representing things as actually done which were intended to be done, and I am of opinion that he did represent to Rapp on the 28th May that the ship was clear and free from the arrest, when as a fact she was not so, and he knew she was not so, whatever he might expect. For he himself was to give a bond and provide money before she could be free. Indeed he wrote again after getting the cheque as if it were so. This was a material misrepresentation inducing Mr Rapp to part with $10,000. I am also of opinion that on the 28th May, and it is beyond doubt that at a later date, Mr Melbye did represent that security had been given against any claim of John Henry Smith. There is considerable confusion in Mr Rapp's testimony as to the time the money was said to have been given to Mr Caldwell for the security; I think he is mistaken as to the money having been paid or represented as paid, but I relieve the testimony of Mr Holmes, Mr Rapp, and Captain Kock on the main fact that J. H. Smith's supposed claim was represented as secured, and from what occurred subsequently I cannot think but that Mr Melbye forgets what he said. He was clearly prepared to guarantee Mr Rapp against such claim. Nothing could be fairer than his promises on that head. But he actually forgets whether or not he went to Mr Rapp's office on the 28th July, and of course what occurred. However, he considered his people were morally responsible at all events for the loss to Mr Rapp by the action of J. H. Smith. 'We quite intend if action had been taken to have given security against J. H. Smith's claim, and would have done so if action had been taken.' It was arranged between Mr Rapp and Mr Melbye that the ship was to be delivered on the 4th June. Mr Holmes wrote to Mr Caldwell on the 2nd June that Mr Rapp was ready to pay and take over on that date. As the ship was a foreign one a reference had to be made to the Spanish Consul, and that officer inquired at Manila whether Ortiz was entitled to sell. In Hooper *v.* Gumm, L. R. 2 Ch., page 282, it is clearly laid down that the purchaser of a foreign ship is bound to make inquiries as to the title, and that the rights to a ship acquired under foreign law must be recognised. Satisfying himself that there was no incumbrance against the ship, the Spanish Consul had a bill of sale made out and executed by the parties on the 10th June according to the regulations of Spanish law, but the sale having taken place in this Colony there was a bill of sale drawn up according to the requirements of English law, and executed on the same date. That instrument conveyed the property in the ship to Mr Rapp, who had had possession of her subject to the injunction of the Court from the 4th June. He believed however that that injunction had been dissolved on the 28th May, and on the 10th June Mr Rapp believing this ship to be free, executed the bills of sale mentioned and paid $5,000 more of the purchase money. He did so relying on the representations of Mr Melbye on the 28th May, and having no notice from him or Mr Caldwell that the security had not been given and that the ship was still under arrest. Mr Rapp stated that after executing the bill of sale he said that he was going to see the German Consul about the flag when Mr Caldwell told him to call at his office when he had seen the Consul, and that he did so about 6 o'clock, when Mr Caldwell said 'Mr Rapp, I cannot get you the ship. No solicitor could sign such a bond for his client as has been drawn up in Court. For God's sake don't hoist the German flag. It would be a contempt of Court.' He proceeds, 'I was simply thunderstruck. I learned then that the ship was not free. I went to Melbye, who seemed as surprised as I was. He said, "I really cannot understand how Mr Caldwell could act like that." On the 11th I saw Melbye again, who said he had sent a strong telegram.' He says he had then a further conversation with Melbye about Blackhead Smith, when Melbye assured him that John Henry Smith had received security and was satisfied. Mr Holmes says when the bill of sale was executed in his office he believed the ship was free, and that he had no notice before the execution of the bill of sale that the vessel was not released or that any action had been taken by Blackhead Smith. He recollects too about Rapp speaking about the German flag. On the 11th June, Mr Holmes wrote a letter to Mr Caldwell, asking him to sign the bill of sale as witness to the execution, and stating that Mr Rapp would be glad to know if the ship is released and whether Mr Melbye has arranged to give security for the claim made by Mr Smith of Blackhead & Co. I confess I agree with the Attorney General that this is a very mild letter to write if it was only known to Mr Holmes between 10th and 11th June that the vessel was not free, and that no action had been taken by Mr J. H. Smith. However, he swears he did not know, and so does Mr Rapp, and Mr Caldwell is not sure that he showed them the letters of demand; but he believes he kept Mr Holmes *au courant* with what was going on up to the 13th June. Mr Holmes says he attended Mr Caldwell on the 12th, and has an entry in his diary and that 'securities had been given against both the claims.' Mr Caldwell admits speaking about hoisting the German flag on the 10th June or some other day—but says Mr Rapp never was at his office. The 10th June is the day the Chinese security is offered for release of ship although nothing had been done from 1st June. He is equally positive that they knew all about the ship being under arrest when the bill of sale was executed, but unfortunately there are no letters and he has to rely on his memory unaided—which could have been refreshed by his diary.—He states that he said to Mr Rapp at the Registry on the 16th June—'if you intend to take her out of the jurisdiction you had better look sharp about it.' This was not a recommendation as coming from himself, he says, but had reference to what Mr Rapp had told him before. Mr Caldwell says the $9,000 was kept back on the 10th June because of the attachment still existing. Rapp's people were on board for some days before the 10th. It is difficult to understand why the $9,000 were kept back, as Mr Rapp had professed his readiness to pay on the 4th June, unless it was because of the attachment. Mr Rapp says, however, that he would have paid all if he had been asked, but that $5,000 was all that was wanted—and that would seem to be so—as $5,000 cash and Mr Melbye's bond were registered by the Court as security for the release of the ship about that time. In the result I am of opinion that Mr Rapp executed the bill of sale and paid the $5,000 on 10th June, under the belief that the ship was not under any arrest, and was secured against any claims of John Henry Smith, and that he was induced to do so by the false representation made on the 28th May and was allowed to continue in that belief. When the security went off on the 28th May it was clearly the duty of Mr Melbye or Mr Caldwell to make it known and restore the money or make a new arrangement, and the balance of evidence leads me to hold that Mr Holmes and Mr Rapp were left in the dark, whilst it was hoped that each day would put the matter right—(see Pollock's Law of Torts, page 244, as to the duty of a person who finds out that he has made a representation which is untrue, although he believed it at the time he made it; if he discover it is not true before another takes further action, his duty is to declare it, or the original representation will be considered as made knowingly.) But what was being done from the 28th May about J. H. Smith; Mr Melbye had a lawyer's letter on the 1st June demanding payment of $4000. Mr Caldwell replied on the same day, and again on 2nd June wrote to the solicitors. On 10th June he offered Chinese security. This was refused on the 11th June. On the 12th Mr Caldwell got $4,000 from Mr Melbye, and offered security of lodgment in the Chartered Bank, but immediately afterward withdrew it in a very curious letter, which he explained. Whatever was the object in writing that letter I have no hesitation in saying it was misleading and was calculated to throw Messrs Wotton and Deacon off their guard. Mr Melbye says he did not know of Mr Caldwell's letter of the 12th June till September 1886. He cannot tell why the $4000 was not given. He knew it was not given on the 13th or 14th June. On the 16th June he wrote to Mr Rapp asking for the $9000 as the vessel was perfectly free and he said that 'as to the Smith's, i.e. Henry Smith's claim, $3000 to $4000, I will hold you harmless.' Now Mr Rapp and Mr Holmes swear that up till the execution of the Bill of Sale and payment of $5000 they believed and had been assured that the ship was quite free from arrest, and had been secured against possible claims of J. H. Smith. They also say they did not know of any lawyer's demand—or that the claim of J. H. Smith had taken a concrete form when they went to dispatch the ship on the 16th. They knew that some of the other claimants might make demands, but as against J. H. Smith they believed, on the representation of Mr Melbye and Mr Caldwell, they were quite secure. The ship, however, was arrested, and detained under an order of the Court in suit 37 of 1885, to which Mr Rapp with Mr Ortiz was made a party. Mr Ortiz refused to do anything towards the release of the ship, notwithstanding Mr Melbye's representations, and the ship was not released till 22nd March 1886, when Mr Rapp entered into an agreement, of the 18th March 1886, to pay J. H. Smith $5000 as security for his claim against himself, Melbye and Ortiz. The document is a curious one. It stipulates that if Ortiz recovers any of the balance of this purchase money from Rapp, J. H. Smith will hand to Rapp such sum—provided it does not exceed $5,000—but if Mr Ortiz recovers nothing, J. H. Smith is to keep the $5,000 absolutely. It also provides that Mr Rapp is to do everything in his power to resist Mr Ortiz's claim, and is a document as adverse to the interests of Ortiz as anything can be. In the petition a claim is made for that $5,000 to be repaid to the plaintiff. It only came out late in the case the condition under which that money was paid, and while on this point I may as well say that, under the circumstances, nothing in connection with that payment can be entertained. The giving of such security might have been the reasonable and material thing to do, but it was against Mr Ortiz's direct wish, and was made with every stipulation adverse to his interests. On the question of breach of warranty the bill of sale has not been produced, but even if it had, there is no evidence of want of title or any valid incumbrance on the vessel, for it is admitted that both suits, that of MacGregor Smith and J. H. Smith, were dismissed for want of prosecution. Although it was the purchaser's business to examine the title to the ship, that would not have excused the defendant if he chose to warrant it. Between breach of warranty and misrepresentation there is a clear distinction. See L. R. 1 C. P. Mullet and Robinson. The question of misrepresentation, 'legal fraud' and 'moral fraud,' have been recently discussed in the Court of Appeal in the case of Peek *v.* Derry, 37 Ch. D., 541. Sir J. Hannen says: 'I take the law to be that if a man takes upon himself to assert a thing to be true, which he does not know to be true, and has no reasonable ground to believe to be true, in order to induce another to act upon the assertion who does so and is thereby damnified, the person so damnified is entitled to maintain an action for deceit.' In the Reese River Silver Mining Co. *v.* Smith, L. R. 4 H. L., 79, Lord Cairns says: 'When I say "a fraud," I do not enter into any question with regard to the imputation of what may be called a fraud in the more invidious sense against the directors. I think it may be quite possible that they were ignorant of the untruth of the statements made in their prospectus. But I apprehend it to be a rule of law that if persons take upon themselves to make assertions as to which they are ignorant, whether they are true or untrue, they must in a civil point of view be held as responsible as if they had asserted that which they knew to be untrue.' Sir J. Hannen cites with full approval what Justice Maule said in the case of Evans and Edwards, 13 C.B. 777, as stating the law to be that where a man makes a statement which he does not know to be true, he takes upon himself to warrant his own belief of the truth of that which he so asserts. Sir James Hannen goes on to discuss moral fraud and legal fraud and does draw distinctions. Fraud, he says, is in common parlance reserved for actions of great importance, 'but the law applies to it lesser breaches of moral duty.' See also Pollock's Torts, and Piggott's Torts. The false representations relied upon in this case are that the vessel was free from all claims by W. Macgregor Smith and John Henry Smith, that on certain days she was free from arrest whereby the plaintiff was induced to pay away money and execute bills of sale and take delivery of the ship. So far as the money payments were concerned the misrepresentations would have led to little damage if there had not been a very material false representation made and acted upon in regard to the security for J. H. Smith's claim. The fraud in connection with Macgregor Smith's claim was practically condoned, but such cannot be said of J. H. Smith's claim. The plaintiff was kept in the dark as to the active steps which had been taken. He was allowed to attempt to take away the ship, when defendant's agents knew that an arrest was imminent and damage to plaintiff followed directly from the not giving the security for J. H. Smith's claim, which had been offered and withdrawn without sufficient reason, but which the plaintiff relied upon and acted. The property in the ship and the possession were vested in plaintiff, saddled with a law suit against which he was falsely told he was secured, and he was kept with his vessel lying for nearly a year, although he was to be held harmless, when the vessel was stopped. The claim of $13,000 for loss on resale was given up at the hearing, because the damage could not be completely proved. The claim for $5,000 paid to J. H. Smith is disallowed for the reasons given. But the claim for interest on the money paid and other expenses incurred as detailed in the bill put in I allow. This Bill was not cross-examined upon, and I understood was admitted to be correct if the claim was allowed. The liability of the principal for the false representations of the agent seems to be now settled law if made within the scope of his agency. See cases collected in Addison—Pollock and Piggott on Torts. The judgment will be for $4744.69 and costs of suit and interest from the time the account was made up to date of judgment. There is an action by Ortiz *v.* Rapp for $9,000 and interest. I understood at the hearing of this case that judgment would be submitted to when this case was concluded.

The Attorney General—I understand that as a matter of law and fact you hold that these representations with regard to Mr J. H. Smith's claim were on the score of Mr Melbye.

His Lordship said that was so.

Mr Francis—I understand that you give judgment for $4744, with interest from the dates to which the amounts were respectively made up to date of judgment.

His Lordship—I have allowed on the bill as put in. If interest is calculated in that way it will be done so for the $9,000, (the balance of purchase money still unpaid), judgment for which I understood was to go by consent.

Mr Francis suggested that both cases should be referred to chambers to calculate the amount and make one order.

His Lordship—The circumstances are independent. In this case there is nothing to be done but to add interest on from the date that the Bill was made out. That is a clearly ascertained sum, and there is no need of reference.

Mr Francis—There will be stay of execution?

His Lordship—I shall allow stay of execution.

Mr Francis—Is judgment with costs in both cases?

His Lordship—I give you costs in this suit, and in the other case there will be judgment for them with costs.

Mr Francis—The costs in the other case would not have been nearly so much if this case had not been disputed, if they had not refused to recognise the facts as to responsibility.

His Lordship—If you like you may argue that point any other day. In the meantime I stay execution.

HONGKONG FIRES.

The *Singapore Free Press* says:—

As we open our Hongkong exchanges there is one feature to which we have been so accustomed that there is a feeling of unsatisfactory incompleteness if a glance through the columns does not encounter it in each paper. The heading 'Serious Fire in Hongkong,' is that item which a Hongkong editor can always rely upon as a permanent detail in his journalistic *menu*. A Hongkong paper without 'Another Serious Fire' would be like a dinner without potatoes, and as soon as our eye catches the phrase 'last night's fire,' we know that the paper is all right and that the staff have not neglected their duty. The foreman printer perhaps keeps a few ordinary phrases standing, such as, 'protracted struggle with the devouring element,' 'fierce battle with the flames,' 'scene of last night's outbreak,' 'had a high wind been blowing,' and so on, to save a little extra time in setting-up. But to speak seriously, Hongkong has long been earning for itself a 'bad eminence' as a breeding-place for fires. One of our northern contemporaries is metaphorical, but not exaggerating, when he invents the epithet for Hongkong of 'happy hunting-ground of the fire fiend.' In the last case reported a fire raged for four hours and destroyed sixteen houses before its progress could be stayed by the united efforts of the local Fire Brigades. It is unnecessary to give any details, but it is useful to mark what are the circumstances which combined to permit of the fire making such headway and working such destruction before it was brought under control. It seems that the difficulties experienced in Hongkong bear a close resemblance to what we experience here, in, however, a happily less frequent way. The cooking arrangements of Chinese coolies, carried on as they often are in little cocklofts and wooden huts of flimsy construction, erected, it may be, in close connection with large and valuable buildings, stored with merchandise, constitute a most fertile source of fire outbreaks. Not long ago this very point was pressed by the Secretary of one of our leading Insurance Companies in a letter which appeared in these columns, in which he drew attention to the extreme risk attending this common practice. In the little alleys about Raffles Place in Singapore and the cross passages at the backs of produce godowns, nothing is more common than to see a little watchman's shanty six feet by four or thereabout, grimy with smoke, and in some cases the wood of which it is built actually charred in places, with the heat from the cooking-places. A superadded danger may be seen in the frequent presence in such places of a cheap and nasty kerosine oil-lamp, which is filled, lit and extinguished in blissful ignorance of the explosive properties of kerosine oil-gas, and in unconscious defiance of every precaution that sore experience has proved to be indispensable for the avoidance of accidents from this cause. Another point tending to the spread of fires at their first beginnings is the apathy of the average native mind, and the reluctance to put themselves out of their way for anything not immediately affecting them personally, which is an ordinary feature of the Chinese character. It is this tendency to leave all the burden of action upon 'the other man' and to pose merely as a spectator, that interferes so much with the chances of tackling a fire successfully, while yet so simple an affair that half-a-dozen buckets of water would effectually crush it out of existence. But apathy, coupled with the silly panic that so often assails the Asiatic mind when any sudden and dangerous emergency arises, seems to be sufficient to make it a matter apparently outside of reasonable expectation that well-directed individual effort, guided by common sense, should be forthcoming when wanted. Another circumstance, which appears to be no better in Hongkong than with us, and even sometimes worse, is the matter of the water supply in the mains. This, in the case of the last Hongkong fire, appeared to have completely broken down, until after laborious arrangements had been made for pumping up water from the harbour by a queue of three engines connected by lengths of hose, whose limited powers were confined to feeding the single engine that was available for the first attack upon the fire. It was only after half-an-hour that water was procured in driblets from the main, and even then it was never able to supply more than a single hose delivery. Much indignation has been manifested at the shameful failure of water supply, and an enquiry is demanded. A correspondent writing to a Hongkong paper writes in very strong condemnation of the entire absence of any adequate means of grappling with a fire in its early stages. He expresses much the same views that we have felt compelled to urge repeatedly as to the importance of providing such handy preventive appliances as might serve to at least confine fires to the premises where they originated, if not to extinguish them even before they had a chance of attaining any serious proportions. Certain suggestions to the same effect were embodied in the circular issued recently by the Municipality to the agents of Insurance Companies, home and local, doing business in Singapore. We have some reason to believe that the first portion of the circular is not at all likely to bring about any joint action on the part of the Insurance Companies as suggested by the Municipality. The intention is certainly good, but the method is not deemed practicable, and there is no prospect of influencing persons, proposing to insure, to provide the recommended simple fire-appliances of ladder and buckets by any such action as that suggested in the Municipal circular. The best hope in this direction seems to be in the Municipality providing facilities on a wholesale scale for private persons and firms acquiring the appliances which the circular advises for adoption. As regards the second part of the circular, that dealing with the Insurance Companies giving aid as regards providing further engine power, we hear that there is every probability that the wishes of the Municipality will be favourably considered by the Directors of the two leading local Companies, the Singapore Fire Insurance and the Straits Fire Insurance Cos. The Directors of the latter meet to-day, we believe, and those of the former Company have already had the circular before them. There seems to be a general belief that these two Companies would be willing jointly to provide the large modern engine mentioned in the Circular, which will cost about £1100, under certain not unreasonable conditions. It would be considered fair that that engine should be placed in the Square, round which the greater risks are massed together, and there can be no doubt that these risks, which are to a great extent in the hands of the Companies mentioned, would be very materially improved by such a step. As a further *quid pro quo* the Companies going to this substantial expense, as a contribution to the material of the Singapore Fire Brigade, might fairly expect preferential treatment as regards the allocation of Municipal fire insurance business. It is not probable that any help in this respect will be received from the Home Head Offices, to whom the local agents would naturally have to refer the Municipal circular. The burden of this valuable addition to our force of Fire Engines will in all likelihood be taken up solely by our two local Offices. We are not sure, but what the presence of such a splendid engine in the Square will give them a very useful advertisement, and will also constantly remind private firms and occupiers that the provision of hand appliances is quite necessary as a supplementary adjunct to the engines and other apparatus under the direction of the Fire Commissioners. However the Straits Fire Insurance people are acting upon the old adage that example is better than precept, and a visit to their office will show the fire bucket suggestion properly put into execution. Before long we trust that at least the European firms will make it a point of honour to have in their offices and godowns the cheap and simple appliances mentioned in the Municipal Fire Circular.

NOTES FROM NATIVE PAPERS.

In the Yangchow jurisdiction (Kiangsu Province) the water in the Grand Canal has been rising ever since the beginning of this Chinese month, (now about four weeks) at the rate of an inch or two a day, until it is now more than a foot higher than it was in the middle of the sixth moon. At the Kao-ju Jüh bund, when the water-gauge shows twelve feet eight inches of water, the Regulations order that the sluices shall be opened. The water is now over eleven feet deep, which is only a few inches short of the depth when the sluices must be raised. Fortunately the velocity of the water flowing down is not as yet inordinarily great, but the condition of affairs keeps Wu Taotai, the Superintendent of the Dam Committee, on the alert, and his subordinate officers and their staff, undeterred by wind or rain, are keeping a bright look-out from hour to hour over the respective sections committed to their charge, both day and night.

A rich American clergyman who is travelling round the world and writing a book about it, embarked lately on a steamer at Shanghai for Tientsin. He then found that in his haste to embark, he had lost sight of two portmanteaus containing $150 and about 10 volumes of manuscript. Search is being made for the thief, but we do not know yet if the precious manuscripts have been recovered.

In the middle of the night of 17th August, at Sui-chang hsien in Kiangsi Province, or rather at the village of Hung-hwa Yüan South of it, the waters of Peh Lung T'an (White Dragon Lake), probably moved by a dragon, suddenly rose like a mountain, fifty or sixty feet high, drowning hundreds of people. So great is the number of corpses left unburied near one bridge, that passers-by have to go 10 *li* out of their way to avoid the pestilential exhalations. The officials are burying them as rapidly as possible, paying 1,000 *cash* per body. On 25th August the Prefect of Kiukiang deputed the Teh-hwa Magistrate, Mr Kin, to inspect the spot and report on this great calamity.

At Pilam, Formosa, there have been serious disturbances, the Chinese settlers having got the savages to assist them in attacking the officials, all this trouble having been caused by the imposition of the land-tax there for the first time. It was at first reported that two Deputies had been killed by the mob, and that the rising was so formidable that it would take long to suppress. We now hear, however, that when the gun-vessel *Fuh-po* went there, she saw the Chinese camp beleaguered by some thousands of savages, but a few shells put them to flight. General Cheng Yüeh-low and Prefect Ch'ên Fuh-t'ien, who were reported killed, are safe and sound, and the trouble is all over.

On the railway line from Twa-tu-tia to Siu Tsang the new bridge of over 2,000 feet long was in progress over the marshy ground, and over 20 piles had been driven in to a great depth, when a violent typhoon and rain destroyed the works, and in one morning destroyed the labour of weeks. A new bridge will be built near Bankah instead.

Su Ju-i, one of the ringleaders in the *Peking* case at Wuhu, a Hupeh man, was beheaded on 30th August, and his head was ordered to be exposed on a pole at B. & S.'s Jetty.—*Shên Pao.*

The *Yih Wên Luh* gives the following historical origin of the fabled Lung Wang or Dragon King. He was a scion of the Sung Dynasty, which reigned from A.D. 960 to 1278. When the Mongol invaders under Kublai Khan were establishing their sway, which was to last until the Mings succeeded them in 1368, he remained in obscurity at Kin Lung Shan, 'Golden Dragon Mountain' at Hangchow, until his aunt, the Sung Empress, and the infant Emperor, were carried off in triumph by the victorious Mongols, when, although offered a position under the new Government, he preferred to drown himself. When T'ai Tsu, the first of the Mings, assumed the power, he canonised the patriot of a former Chinese dynasty, as Kin Lung Sze Ta Wang, 'Fourth Golden Dragon King,' as he had been the fourth son of his parents. His name was really Sié Sü.—*Hu Pao.* (*N.-C. Daily News* translation).

An Important Discovery is announced in the 'Paris Figaro,' of a valuable remedy for nervous debility, physical exhaustions and premature decay. The discovery was made by a missionary in Old Mexico; it saved him from a miserable existence and an early grave. We learn that the Rev. Joseph Holmes, Bloomsbury Mansions, Bloomsbury Square, London, W.C., will send the prescription, free of charge, on receipt of a self addressed stamped envelope.

NEWS BY THE AUSTRALIAN MAIL.

The s. s. *Guthrie*, Captain Craig, arrived this afternoon with the Australian mail. We take the following telegrams from our exchanges:—

THE ELECTION FOR MERTHYR TYDVIL.

London, Aug. 23.—Mr William Pritchard Morgan, who discovered rich auriferous deposits near Dolgelly, in North Wales, has announced his intention to contest the election for the seat in the House of Commons for Merthyr Tydvil, rendered vacant by the death of Mr Henry Richard.

Mr Pritchard will come forward in the Unionist interest.

THE NAVAL MANŒUVRES.

Admiral Baird, who was in command of the defending squadron during the recent naval manœuvres of the British fleet on the coasts of England and Scotland, in which the results were largely in favour of the attacking force, insists that the weakness of his squadron compelled him to confine his operations to the defence of London.

RUSSIAN TORPEDO BOATS FOR THE PACIFIC.

London, Aug. 21.—Two Russian torpedo boats have been despatched to Vladivostock.

THE CHINESE SQUADRON.

London, Aug. 21.—Lord Knutsford, Secretary of State for the Colonies, has informed the Agents-General that he sees no reason for disturbing the decision of the Sydney conference in reference to the Chinese question.

THE FISHERIES TREATY.

London, Aug. 22.—The Senate of the United States has rejected the Fisheries Treaty entered into with Canada.

Twenty-seven Democrats supported the treaty, and 30 Republicans opposed it.

Senator Morgan declared that if England had acted in the same way as America had done in connection with the Fisheries Treaty, the United States would have regarded it as a declaration of war.

London, Aug. 23.—The Hon. Thomas F. Bayard, Secretary of State in the United States, is not in any way dejected at the rejection of the Fisheries Treaty of the Senate. He will revert to the treaty of 1818 as a modified *modus vivendi*.

The rejection of the treaty has caused little or no excitement either in America or Canada, as it is believed that the existing relations in regard to the matter will be continued.

The *Times* urges Canada to maintain the *modus vivendi*, and says that the rejection of the treaty is merely an election incident.

DUEL BETWEEN FRENCH LADIES.

London, Aug. 16.—A duel has been fought in France between two Franch ladies. The affair rose out of a feeling of jealousy between the duellists. Pistols were used, and both ladies were seriously wounded.

COMMERCIAL INTELLIGENCE DEPARTMENT.

London, Aug. 20.—The directors of the Imperial Institute have issued a circular to the various Chambers of Commerce and trade societies in the United Kingdom, embodying a proposal to hold a conference to consider the advisability of establishing a Commercial Intelligence Department.

It is proposed to publish a monthly magazine in the interests of trade and commerce, and also to issue occasional special circulars containing the latest reports received by telegraph and mail from every portion of the Empire.

ITALY AND ABYSSINIA.

London, Aug. 14.—News has been received from Massowah to the effect that 400 Bashi-Bazouks, in conjunction with 200 Assaortins, or native levies, attacked the Abyssinian stronghold, near Arkiko, to the south of Massowah. The advancing troops were commanded by five Italian officers.

During the fight the Assaortins went over to the enemy in a body, and fought the Bashi-Bazouks, killing 350 of them and all the Italian officers.

THE SUICIDE OF DR. RIDLEY.

London, August 19.—At the inquest on the body of Dr. Ridley, of Tullamore Gaol, who committed suicide, the jury returned a verdict that the deceased committed suicide while suffering from temporary insanity produced by his fear of disclosures at the inquest on the prisoner Mandeville, whose death, according to the verdict of the coroner's jury, was caused by brutal treatment in gaol. The verdict in Ridley's case further expressed the opinion that the deceased had been compelled to act against his humane views.

TURKEY SNUBBED.

London, Aug 21.—The attempt of Turkey to enlist the sympathy of Germany against the Italian occupation of Mossowah has been sharply rebuffed by Prince Bismarck.

THE POLITICAL SITUATION IN PRUSSIA.

London, Aug. 21.—Herr von Boetticher, the Prussian Secretary of State and Minister for the Interior, has been appointed Vice-president of the Prussian Council of Ministers, in succession to Herr von Puttkamer, who resigned prior to the death of the Emperor Frederick, owing to the sympathy shown by the Emperor towards the Liberals.

THE DEPORTATION OF MALIETOA.

London, Aug. 12.—It is reported that Malietoa, ex-King of Samoa, who was deported from Apia by the German authorities about ten months ago, has been removed to Germany.

REPORTED REBELLION IN AFGHANISTAN.

London, Aug. 22.—It is reported that Ishak Khan has risen in rebellion against the Ameer, Abdurahman.

INCREASE IN THE NAVY.

London, Aug. 21.—It is reported that the Admiralty authorities have decided upon immediately increasing the number of ironclads and fast cruisers in the navy.

THE IMPERIAL INSTITUTE.

London, Aug. 21.—Mr Somers Vine will proceed to Australia for the purpose of making a tour through the colonies in the interests of the Imperial Institute.

THE ORANGE FREE STATE.

London, Aug. 21.—Mr F. W. Reitz has been nominated as President of the Orange Free State in succession to the late Sir John H. Brand.

OPENING OF
THE GLASGOW MUNICIPAL BUILDINGS.

London, Aug. 22.—The new municipal buildings at Glasgow were formally opened to-day by her Majesty the Queen.

Her Majesty was received with great enthusiasm.

The Queen will visit Paisley to-morrow.

EVICTIONS IN IRELAND.

London, Aug. 17.—An eviction attended by circumstances of an exciting character has been carried out at New Ross, in Ireland. Preparations had been made by the occupants of the house to offer a desperate resistance to the evicting officers and the police. Earthworks were thrown up in the vicinity, and trenches were dug round the tenement.

A great mob of sympathisers with the tenants assembled, and actively endeavoured to prevent the officers from carrying out the eviction. The police charged the mob with fixed bayonets, but they were repeatedly repulsed. Eventually the house took fire, and the defenders then came out.

The police succeeded in effecting 12 arrests.

APPALLING DISASTER AT SEA.

London, Aug. 17.—News has reached London to the effect that a terrible disaster has occurred between two passenger steamers off the coast of Nova Scotia, resulting in great loss of life.

A collision took place off Sable Island between the Danish steamers *Thingvalla* and *Geiser*, running between Copenhagen and New York. The latter vessel sank in a few minutes, and 72 passengers and 33 of the crew were drowned.

The remainder of those on board the *Geiser*, together with 450 passengers on board the *Thingvalla*, were rescued by the steamer *Wieland*, and all were safely landed at New York.

The steamer *Thingvalla* was seriously damaged in the collision with the *Geiser*, but was enabled to keep afloat, and, according to the last accounts, was endeavouring to reach Halifax.

SERIOUS FRACAS IN LOUISIANA.

London, Aug 19.—A serious fracas, attended with fatal results, has occurred between a number of the white population and the negroes in Louisiana. The disturbance was not quelled until after 20 negroes had been killed.

RESIGNATION OF PRINCE BISMARCK AS
MINISTER OF COMMERCE.

London, Aug. 22.—Prince Bismarck has resigned his position as Minister of Commerce in the Prussian Government.

THE REBELLION IN AFGHANISTAN.

London, Aug. 22.—The Turkestan troops are remaining faithful to the Ameer of Afghanistan. Ishak Khan, who has rebelled against the Ameer, has only a few followers, and his overthrow is regarded as certain.

ESCAPE OF DINIZULU.

London, Aug. 21.—Later news from Natal states that Dinizulu has escaped from General Smyth, the British Commander, and has taken refuge in the Rehombo mountains. A force of Boers has gone in pursuit of Dinizulu.

INCREASE IN THE FRENCH NAVY.

London, Aug. 23.—Admiral Krantz, the French Minister of Marine, has issued orders for the immediate equipment of eight new ironclads at Toulon.

ITALY AND ABYSSINIA.

London, Aug. 22.—It is reported that Italy is organising a new expedition to Abyssinia.

THE SEE OF CHESTER.

London, Aug. 22.—Dr Stubbs, who has been translated to the Bishopric of Oxford, will retain the See of Chester until November next. His successor has not yet been appointed.

THE NEW CABLE TO AUSTRALIA.

London, Aug. 22.—The Eastern Extension Telegraph Company will land their third cable to Australia, at Roebuck Bay, in Western Australia.

Quotations

Hongkong, *September* 14.

OPIUM—New Patna, cash,..	522½/525
,, Old ,, cash,	527½/537½
,, New Benares, cash,	—
,, Old ,, cash,	497½/510
,, New Malwa, cash,..	570
Allowance, Taels...	8/16
,, Old Malwa, cash,..	580/590
Allowance, Taels...	8/16
,, Persian, Oily, cash	475/500
Allowance, Taels...	16/32
,, Persian, Paper tied	490/510
,, Allowance, Taels...	16/32

Exchange.

Hongkong, September 14.

On London—	
Bank, Wire, ...	3/1
,, On demand, ...	3/1⅛
,, 30 days' sight, ...	3/1¼
,, 4 months' sight, ...	3/1½
Credits, 4 ,, ,, ...	3/1¼
Documentary, 4 months' sight	3/1½
On Paris—	
On demand, ...	3.91
Credits, 4 months' sight, ...	3.99
On New York—	
On demand, ...	75¼
Credits, 60 days' sight, ...	76¼
On Bombay—	
Wire, ...	223½
On demand, ...	224
On Calcutta—	
Wire, ...	223½
On demand, ...	224
On Shanghai—	
On demand, ...	72¼
30 days' sight, ...	72¾
Gold Leaf, 100 fine...	34.10
Sovereigns, ...	$6.37

Temperature.

(*Taken at Messrs Falconer & Co.'s Premises, Queen's Road.*)

Barometer—	9 A.M.... ...	30.02
Do.	1 P.M.... ...	29.97
Do.	4 P.M.... ...	29.92
Thermometer—	9 A.M.... ...	83
Do.	1 P.M.... ...	83
Do.	4 P.M.... ...	83
Do.	(Wet bulb) 9 A.M.	78
Do.	Do. 1 P.M.	80
Do.	Do. 4 P.M.	80
Do.	Maximum	83
Do.	Minimum over night	79

METEOROLOGICAL REGISTER.

AT 4 P.M. TO-DAY.

Barometer . . .	29.89
Temperature . . .	83
Humidity . . .	72
Direction of Wind .	E
Force . . .	2
Weather . . .	c

Hongkong Observatory, Sept. 14, 1888.

CHINA COAST METEOROLOGICAL REGISTER.

September 13.—at 4 P.M.

Station.	Barometer reduced to sea level and 32° Fah.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain during previous 24 hr.
Wl'ostock.	29.87	56	—	—	0	b	—
Tokio	29.57	—	—	S	4	—	—
Nagasaki...	29.81	—	—	NNW	5	—	—
Shanghai...	29.95	75	68	NNW	3	c	—
Amoy......	29.90	83	67	NE	4	b	—
Hongkong	29.90	82	68	ESE	3	b	—
Haiphong.	29.91	84	74	SE	1	c	—
Bolinao....	29.84	86	72	W	3	b	—
Manila.....	29.83	88	70	SW	2	c	—
September 14.—at 10 A.M.							
Wl'ostock.	29.90	53	76	—	0	b	—
Tokio	29.88	—	—	—	0	—	—
Nagasaki...	29.98	—	—	E	2	—	—
Shanghai..	29.98	71	76	WNW	1	—	—
Amoy......	29.99	80	91	NE	1	c	—
Hongkong	29.99	84	73	E	3	c	—
Haiphong.	29.94	82	85	N	1	c	—
Bolinao....	29.92	87	72	SE	2	b	—
Manila.....	29.93	87	75	SSW	1	c	—

The barometer is still rising and gradients continue slight. Cloudy, warm and dry weather prevails.

W. Doberck,
Government Astronomer.
Hongkong Observatory, September 14.

1. Barometer, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths.
2. Temperature, in the shade in degrees Fahrenheit.
3. Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. Direction of Wind, to two points.
5. Force of Wind, according to Beaufort Scale.
6. State of Weather, *b* blue sky, *c* detached clouds, *d* drizzling, rain, *f* fog, *g* gloomy, *h* hail, *l* lightning, *o* overcast, *p* passing showers, *q* squally, *r* rain, *s* snow, *t* thunder, *v* visibility, *w* dew (wet).
7. Rain, in inches, tenths and hundredths.

Insurances.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co.,
Agents.

Hongkong, July 15, 1887. 1340

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882. 14

THE LONDON ASSURANCE.

Incorporated by Royal Charter of *His Majesty King George The First*, A. D. 1720.

—o—

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872. 496

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for San Francisco via Yokohama, on TUESDAY, the 18th September, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco	$200.00
To San Francisco and return, available for 6 months ...	350.00
To Liverpool	325.00
To London	330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, August 29, 1888. 1434

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *ARABIC* will be despatched for San Francisco, via Yokohama, on THURSDAY, the 27th Instant, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco	$200.00
To San Francisco and return, available for 6 months ...	350.00
To Liverpool	325.00
To London	330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, September 8, 1888. 1506

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, PLYMOUTH, AND LONDON.

ALSO,

MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE Peninsular and Oriental Steam Navigation Company's Steam-ship *ANCONA*, Captain W. J. Webber, with Her Majesty's Mails, will be despatched from this for LONDON direct, *viâ* SUEZ CANAL and usual Ports of Call, on WEDNESDAY, 26th September, at Noon.

Cargo will be received on board until 4 p.m.

Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

For further Particulars regarding FREIGHT and PASSAGE, apply to the Peninsular & Oriental Steam Navigation Company's Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, September 13, 1888. 1527

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;

ALSO,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

The Company's Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON THURSDAY, the 27th day of September, 1888, at 10 a.m., the Company's Steamship *BRAUNSCHWEIG*, Capt. H. Bödecker, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* Genoa.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 26th September. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, September 1, 1888. 1465

Intimations.

NOW ON SALE.

INDEX TO THE 'CHINA REVIEW' *from* VOLUMES I TO XII.

1.—List of Contributors.
2.—Articles.
3.—Reviews of Books.
4.—List of Authors Reviewed.

Price, - - - - - - - - 50 Cents.

To be had at the *China Mail* Office, Messrs. Kelly & Walsh, Messrs. Lane, Crawford & Co., Hongkong; and Messrs Kelly & Walsh, Shanghai.

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS,

BY

ERNEST J. EITEL, Ph.D., Tubing.

THIRD EDITION,

REVISED, WITH ADDITIONS.

Price, - - - - - - - - $1.50.

LANE, CRAWFORD & Co.

Hongkong, August 20, 1884.

SUMMER TIME TABLE.

THE KOWLOON FERRY.

Steam-Launch *MORNING STAR*

Runs Daily as a Ferry Boat between Peddar's Wharf and Tsim-Tsa-Tsui at the following hours:—This Time Table will take effect from the 1st June, 1888.

LEAVES KOWLOON.	LEAVES HONGKONG.
6.00 A.M.	6.30 A.M.
6.45 ,,	7.00 ,,
7.30 ,,	7.45 ,,
8.00 ,,	8.15 ,,
8.45 ,,	9.00 ,,
9.15 ,,	9.30 ,,
9.45 ,,	*10.00 ,,
*10.15 ,,	*10.30 ,,
*10.45 ,,	12.00 ,,
12.15 P.M.	12.30 P.M.
12.45 ,,	1.00 ,,
1.30 ,,	1.45 ,,
2.00 ,,	2.15 ,,
2.30 ,,	3.00 ,,
3.30 ,,	4.00 ,,
4.15 ,,	4.30 ,,
4.50 ,,	5.10 ,,
5.25 ,,	5.40 ,,
6.00 ,,	6.15 ,,
6.45 ,,	7.00 ,,
7.15 ,,	

* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

Intimations.

IMPAIRED VISION.

LAWRENCE & MAYO'S PERFECT PEBBLES

Are clear, cool, & preserving to the Sight.

MR. LAWRENCE'S VISIT TO HONGKONG WILL TERMINATE ON THE 21st SEPTEMBER.

HONGKONG HOTEL
(Room No. 20), August 31, 1888. 1232

CONSULTATIONS FREE.

SPECTACLES *Vs.* BLINDNESS.

Vision is justly described as the most important of our senses, and its loss is regarded as one of the greatest afflictions to which mankind is subject.

It is, therefore, of paramount importance that we should carefully use our sight whilst perfect, and that when, unfortunately, the help of Spectacles is felt to be necessary, the utmost care should be taken in the selection of them.

The late eminent Oculist, Dr. Soelberg Wells, testified that he had no hesitation in stating that the haphazard plan of selecting Spectacles—employed by some Opticians—was frequently attended by serious consequences; that eyes were often permanently injured, which might, by skilful adaptation of glasses, have been preserved for years.

S. R. Groom, Esq., F.R.G.S.,
Barrister-at-Law, Singapore,

Writes:—

I have used Glasses for twenty years, and have no hesitation in saying that, those supplied me by you are the best I have ever worn. I wear them with much satisfaction and comfort, and find the frames are especially convenient.

To Messrs. Lawrence & Mayo,
Hotel D'Europe, Singapore.

LAWRENCE & MAYO,
Ophthalmic Opticians,
(Opticians to the Principal Ophthalmic Surgeons in England and India.)
Offices:—Old Bond Street, London.
3 & 4, Hare Street, Calcutta.
22, Rampart Row, Bombay.

THE HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

THE Public are respectfully informed that the PEAK TRAMWAY was OPENED for Public Traffic on WEDNESDAY, 30th May.

WEEK DAYS.

The CARS RUN as follows between St. John's Place and Victoria Gap:—

8 to 10 a.m. every quarter of an hour.
12 ,, 2 p.m. ,, half hour.
4 ,, 8 ,, ,, quarter of an hour.

SUNDAYS.

½ past 12 to ½ past one every quarter of an hour, and from 4 to 8 p.m. every quarter of an hour.

Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office of

MacEWEN, FRICKEL & Co.,
General Managers.

Victoria Exchange,
50 & 52, Queen's Road,
Hongkong, 18th August, 1888. 1254

CHAS. J. GAUPP & Co.,

Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

Voigtlander's Celebrated BINOCULARS and TELESCOPES.
Ritchie's Liquid and other Compasses.
ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.
English Silver & Electro-Plated Ware.
Christofle & Co.'s Electro-Plated Ware.
GOLD & SILVER JEWELLERY in great variety.
DIAMONDS
— AND —
DIAMOND JEWELLERY,
A Splendid Collection of the Latest London Patterns, at *very moderate prices.* 742

MOORE'S GOGO SHAMPOO WASH.

This Wash has proved itself to be the BEST PREPARATION ever presented to the Public.

THE Bases of this compound is made of Gogo Root. The natives of the Philippine Islands never use anything else for washing their hair; you never see them bald, and it is quite common to see the females with hair from 5 to 6 feet long. By using this **SHAMPOO WASH** as directed, you will never be bald. The Proprietor offers the Wash to the public, being entirely confident that by its restorative properties it will surely arrest decaying hair, completely eradicate scurf, dandruff, and cure all diseases of the scalp; it does not contain any poisonous drugs, but, by its cooling properties allays the itching and fever of the scalp.

Mr. Moore has succeeded in being able to put this Wash up in bottles without allowing it to ferment, and he will guarantee it to keep any length of time in any climate.

CAMPBELL, MOORE & Co., Ltd.,
Under Hongkong Hotel.

Hongkong, May 17, 1888. 810

DENTISTRY.

FIRST CLASS WORKMANSHIP.
MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(Formerly Articled Apprentice and Lately Assistant to Dr. Rogers,)

AT the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. Rogers,

No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.
Sole Address:

2, DUDDELL STREET,
(Next to the New Oriental Bank.)

Hongkong, January 12, 1885. 66

SAILOR'S HOME.

ANY Cast-off Clothing, Books, or Papers will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 25, 1887.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	*Anchorage.*	*Captain.*	*Flag and Rig.*	*Tons.*	*Date of Arrival.*	*Consignees or Agents.*	*Destination.*	*Remarks.*
Steamers								
Benalder	3 c	Thomson	Brit. str.	1332	Sept. 6	Gibb, Livingston & Co.	Sourabaya	To-day
City of Peking	5 k	Seabur	Amer. str.	5079	Sept. 7	P. M. S. S. Co.	San Francisco	18th inst.
Formosa	5 h	Hall	Brit. str.	674	Sept. 13	Douglas Steamship Co.	Amoy and Tamsui	To-morrow
Frigga	5 c	Nagel	Ger. str.	1400	Sept. 14	Siemssen & Co.	Yokohama	
Haitan	5 h	Ashton	Brit. str.	1182	Sept. 12	Douglas Steamship Co.	Coast Ports	16th inst.
Ingraban	4 c	Mossmann	Ger. str.	786	Sept. 14	Wieler & Co.		
Khiva	2 h	Crow	Brit. str.	1900	Sept. 9	P. & O. S. N. Co.	Singapore	22nd inst.
Mongkut	3 h	Anderson	Brit. str.	859	Sept. 6	Yuen Fat Hong		
Ningpo	3 h	Schultz	Ger. str.	762	Sept. 13	Siemssen & Co.	Shanghai	To-morrow
Phra Chula Chom Klao	3 c	Benson	Brit. str.	1011	Sept. 11	Yuen Fat Hong	Bangkok	16th inst.
Pilot Fish	6 h	Stopani	Brit. tug.	161	Sept. 27	H. K. & W. Dock Co.		
Taisang	5 c	Jackson	Brit. str.	1505	Sept. 12	Jardine, Matheson & Co.	Singapore	18th inst.
Tayuan	5 c	Vardin	Brit. str.	1459	Sept. 5	Butterfield & Swire		
Tartar	4 c	Bailey	Brit. str.	1603	Sept. 5	Gibb, Livingston & Co.	Kobe	17th inst.
Teheran	5 c	Sams	Brit. str.	1670	Sept. 10	P. & O. S. N. Co.	Yokohama	To-morrow
Velox	3 h	Wulff	Ger. str.	636	Sept. 13	Eduard Scheilhass & Co.	Newchwang	To-day
Visayas	4 c	Ajubita	Span. str.	406	Sept. 13	Chinese		
Wyvern	3 h	Brotherton	Brit. str.	1107	Sept. 13	Tung Kee & Co.		
Sailing Vessels								
Adolph	5 k	Westergard	Ger. bqe.	867	Aug. 5	Order		
Anna Bertha	8 h	Nielsen	Ger. bg.	400	Sept. 9	Order		
Augusta	3 h	Jessen	Ger. bqe.	473	Sept. 9	Ed. Schellhass & Co.		
C. C. Chapman	3 k	Hichborn	Amer. sh.	1570	Aug. 14	Pustau & Co.		
Comet	8 h	Krippner	Ger. sh.	1083	July 17	Carlowitz & Co.	Havre & London	
Emma T. Crowell	4 c	Pendleton	Amer. bqe.	1086	Sept. 10	Russell & Co.		
Escort	5 c	Waterhouse	Amer. bqe.	636	July 15	Gonsalves & Co.	Honolulu	
Francis	4 c	Bray	Brit. sh.	1974	Sept. 10	Master		
Goliah	5 c	Simpson	Siam. bqe.	554	Sept. 6	Chinese		
Hattie E. Tapley	3 k	McConnachy	Brit. bqe.	907	Sept. 5	Gibb, Livingston & Co.	Sandakan	
Hoi Cheong	2 h	Thomsen	Brit. bqe.	325	Sept. 4	Chinese		
L'Avvenire	3 c	Rogers	Brit. bgte.	351	Sept. 10	Chinese		
Lucia	3 c	Wood	Brit. bqe.	640	Aug. 5	Carlowitz & Co.	Havre & London	
Monrovia	3 c	Corning	Brit. sh.	1492	Sept. 10	Siemssen & Co.		
Nyl Ghau	5 k	Butter	Brit. sh.	1252	Aug. 1	Order		
Wm. H. Conner	3 c	Butman	Amer. sh.	1423	Sept. 10	Pustau & Co.		
Young Siam	5 k	Kook	Siam. bqe.	750	June 17	Chinese	.....	For sale

Her Britannic Majesty's Ships on the China Station.

Name.	*Rig.*	*Tons.*	*Guns.*	*I.H.P.*	*Captain.*	*Where at.*
Alacrity	despatch-vessel	1700	4	3180	Com. R. Blair Maconochie	Hakodate
Audacious*	twin-screw battle-ship	6010	10	4830	Capt. John B. Warren	Singapore
Cockchafer	gunboat 2nd class	465	4	470	Lieut.-Com. Ed. E. Maxwell	Shanghai
Constance	cruiser 3rd class	2380	14	2590	Capt. L. C. Keppel	Hakodate
Cordelia	cruiser 3rd class	2380	10	2420	Captain Henry H. Boys	Hakodate
Esk	g-br. 3rd class coast defence	363	3	340	—	In reserve
Espoir	gunboat 2nd class	465	4	470	Lieut.-Com. Reginald Y. Smith	Hongkong
Firebrand	gunboat 2nd class	455	4	460	Lieut.-Com. Denison	Manila
Heroine	cruiser 3rd class	1420	8	1130	Captain Chas. J. Balfour	Hakodate
Impérieuse	twinscrew battle ship	8400	10	10000	Command William H. May	Hakodate
Leander	cruiser 2nd class	4300	10	5500	Captain M. J. Dunlop	Hakodate
Linnet	gun-vessel 2nd class	756	5	1050	Commander W. Merrack	Hakodate
Merlin	gunboat 2nd class	430	4	430	Lieut.-Com. W. M. Maturin	Canton
Mutine	sloop	1130	10	1120	Commander J. H. Martin	Hakodate
Porpoise	cruiser	1730	—	—	Commander R. W. White, R.N.	Hakodate
Rambler	surveying vessel	830	3	690	Commander W. U. Moore	Shanghai
Rattler	gunboat 1st class	715	6	1200	Lieut.-Com. W. Maitl. Dougall	Nagasaki
Sapphire	cruiser 3rd class	1970	12	2360	Captain W. C. Karslake	Hakodate
Satellite	cruiser 3rd class	1420	8	1400	Captain T. P. W. Nesham	Hongkong
Solent	torpedo mining launch	150	—	—	—	Hongkong
Swift	gun-vessel 2nd class	756	5	1010	Com. Richard Bingham	Hakodate
Torpedo Boat No. 35	—	95	—	—	Lieut.-Com. A. D. Davenhill	Hongkong
Torpedo Boat No. 36	—	95	—	—	Lieut.-Com. Webber	Hongkong
Victor Emanuel	receiving ship	5157	14	—	Commodore Maxwell, A.D.C.	Hongkong
Wanderer	sloop	925	4	750	Commander McArthur	Hakodate
Wivern	coast defence ship, armoured	2750	4	1450	—	Hongkong

* Flagship of Vice-Admiral Sir Nowell Salmon, K.C.B., V.C., Commander-in-Chief.

☞ H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	*Flag and Rig.*	*Tons.*	*Guns.*	*H.P.*	*Captain.*	*Where at.*
Abtao	Chilian gunboat	1015	—	—	Captain Fernandez	Amoy
Aleout	Russian gunboat	800	—	—	Captain Parenego	Nagasaki
Aragon	Spanish cruiser	1908	—	—	Captain D. E. Zulnaga	Manila
Aspic	French gunboat	470	4	450	Commander Malapert	Shanghai
Aurora	Austro-Hungarian cruiser	1430	—	—	Captain Franz Muller	Wampoa
Bismarck	German cruiser	2800	—	—	Captain Schmidt	Singapore
Bobre	Russian cruiser	1100	—	—	Captain Menschicoff	Nagasaki
Brooklyn	U. S frigate	3900	14	1200	Flagship of Admiral Chandler	Nagasaki
Comète	French gunboat	475	4	450	Lieut.-Commander Martel	Quinhon
Dmitry Donskoy	Russian frigate	6000	—	—	Captain N. Scrydloff	Nagasaki
Essex	U. S. corvette	1375	6	900	Commander Jewell	Kobe
Fasana	Austro-Hungarian frigate	—	—	—	Capt. E. Von Wohlgemuth	Shanghai
India	Portuguese transport	1200	—	—	Captain Gugano	K'loon Dock
Iltis	German gunboat	489	—	—	Captain Eickstedt	Chemulpo
Juniata	U. S. cruiser	1900	—	—	Lieut.-Com. W. T. Burwell	Nagasaki
Lutin	French gunboat	485	4	425	Captain Nény	Touron
Manila	Spanish gunboat	—	—	—	Capt. J. M. Padrianu	Manila
Marion	U. S. corvette	1900	7	1170	Commander Merrill Miller	Yokohama
Monocacy	U. S. sloop	1370	6	1470	Commander H. Glass	Yokohama
Mordj	Russian gunboat	455	7	60	Commander Moltzoff	Corea
Nayezdink	Russian cruiser	1330	9	250	Captain Zarine	Nagasaki
Omaha	U. S. corvette	2400	12	1150	Capt. Courtis	Corea
Palos	U. S. gunboat	420	6	500	Lieut.-Com. Craig	Nagasaki
Parseval	French gunboat	—	—	—	Captain M. Foret	Yokohama
Pluvier	French gunboat	540	—	420	Lieut.-Commander Fourest	On a cruise
Primauguet	French cruiser	2200	15	2270	Captain Veron	Japan
Rio Lima	Portuguese gunboat	540	—	—	Captain Raphael d'Andrade	Macao
Sivotch	Russian cruiser	900	1	1000	Commander Sucürieff	Corea
Sobol	Russian gunboat	455	7	60	Commander Boyle	Japan
Sophie	German cruiser	2100	—	—	Captain Kohlhauer	Singapore
Turenne	French frigate	5880	12	4250	—	Japan
Vestnik	Russian corvette	1330	—	—	Captain Lang	Nagasaki
Vipere	French gunboat	480	4	425	—	Yokohama
Vitiaz	Russian corvette	2950	12	—	—	Amoy
Vostock	Russian gunboat	—	4	—	Commander Molchonsky	Vladivostock
Wolf	German gunboat	384	6	240	Captain Reittner	Shanghai
Zilveren Kruis	Dutch corvette	2310	—	345	Captain Tookes	Manila

SHIPPING IN CHINA, JAPAN, PHILIPPINES, AND SIAM WATERS.

WHAMPOA.

Vessel's Name.	*Flag & Rig.*	*Destination.*
Chi-yuen	Chi. str.	Shanghai
Fushun	Chi. str.	Shanghai
Lady Harewood	Brit. bqe.	
Tamsui	Brit. str.	Swatow
Yangtsze	Ger. str.	

AMOY.

In port on September 8, 1888.

MERCHANT STEAMERS.

Hailoong	British
Dardanus	British

MERCHANT SAILING VESSELS.

Andreas	Ger.	bqe.
Basuto	Brit.	bqe.
Bylgia	Ger.	bqe.
Elso	Ger.	bg.
Mercur	Brit.	sch.
Perle	Brit.	bqe.
Waltre Siegfried	Brit.	bqe.

FOOCHOW.

In port on September 8, 1888.

MERCHANT STEAMERS.

Airlie	British
Benlarig	British
Hailoong	British
Newchwang	British

MERCHANT SAILING VESSELS.

Archos	Ger.	bqe.
Hilda	Brit.	sch.

SHANGHAI.

In port on September 8, 1888.

MERCHANT STEAMERS.

Alwine Seyd	German	
Amoy	German	
Ancona	British	
Cass	Chinese	
Cathay	British	
Choysang	British	
El Dorado	British	
Fushun	Chinese	
Glenroy	British	
Hideyoshi Maru	Japanese	Kuchinotzu
Hae-an	Chinese	
Hue-shin	Chinese	Hankow, &c.
Jason	British	
Kaifong	British	
Kiang-piau	Chinese	
Kuling	British	
Kung-pai	Chinese	
Kung-wo	British	
Melbourne	French	
Nanzing	British	
Niersteinn	German	
Pao Hua	British	
Shanghai	British	
Taiwan	British	
Too-nan	Chinese	
Yangtsze	German	Hongkong
Yoritomo Maru	Japanese	
Yuen Wo	British	

MERCHANT SAILING VESSELS.

Aurora	Brit.	bqe.
Chateaubriand	Brit.	bqe.
Honolulu	Brit.	sh.
Kingsport	Brit.	sh.
Maria	Brit.	bqe.
Mary L. Stone	Amer.	sh.
Tetuan	Ger.	bqe.

NAGASAKI.

In port on September 5, 1888.

Kozaki Maru	Japan.	bqe.
Rothiemay	Brit.	bqe.

YOKOHAMA.

In port on September 1, 1888.

Abyssinia	Brit.	bqe.
Bay of Fundy	Brit.	bqe.
Clan MacFarlane	Brit.	sh.
Emblem	Brit.	bqe.
Geo. S. Homer	Amer.	bqe.
Nemo	Brit.	bqe.
Sebastian Rath	Brit.	sh.

MANILA.

In Port on August 30, 1888.

MERCHANT STEAMERS.

Guy Mannering	Brit.	str. U. K.
Cambodia	Brit.	str. New York
Crusader	Brit.	str. repairing

MERCHANT SAILING VESSELS.

Austria	Brit.	bqe.	Iloilo
Clan Robertson	Brit.	sh.	New York
Fort James	Brit.	sh.	Liverpool
Granite State	Amer.	sh.	New York
J. V. Troop	Brit.	sh.	Iloilo
Kepler	Ger.	bqe.	discharging
Kilmory	Brit.	sh.	New York
Ruby	Brit.	sh.	Boston
Strathay	Brit.	bqe.	New York

ILOILO.

MERCHANT SAILING VESSELS.

Annie Stafford	Brit.	bqe.	Boston
C. of Philadelphia	Amer.	sh.	New York
New City	Brit.	sh.	New York
Rob. S. Besnard	Brit.	bqe.	United States

CEBU.

MERCHANT SAILING VESSEL.

Chittoor	Brit.	sch.	Australia

BANGKOK.

In port on August 22, 1888.

MERCHANT STEAMERS.

Chamroen	British
Bangkok	British
Rainhow	Siamese

MERCHANT SAILING VESSELS.

Angela Accame	Ital.	sh.	
Caroline	Siam.	3 sc.	
Christian	Ger.	sch.	
Eagle	Brit.	bg.	
Felicia Antonio	Ital.	bqe.	
Fortune	Siam.	bqe.	
Kaisow	Brit.	bqe.	
Kian Hong Seng	Siam.	bqe.	
Long Hin	Siam.	bqe.	
Madre Rosa	Ital.	bqe.	
Mary Emily	Ger.	bqe.	
Mary Stewart	Brit.	bqe.	
Russell	Norw.	bqe.	
Queen of England	Siam.	sh.	

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